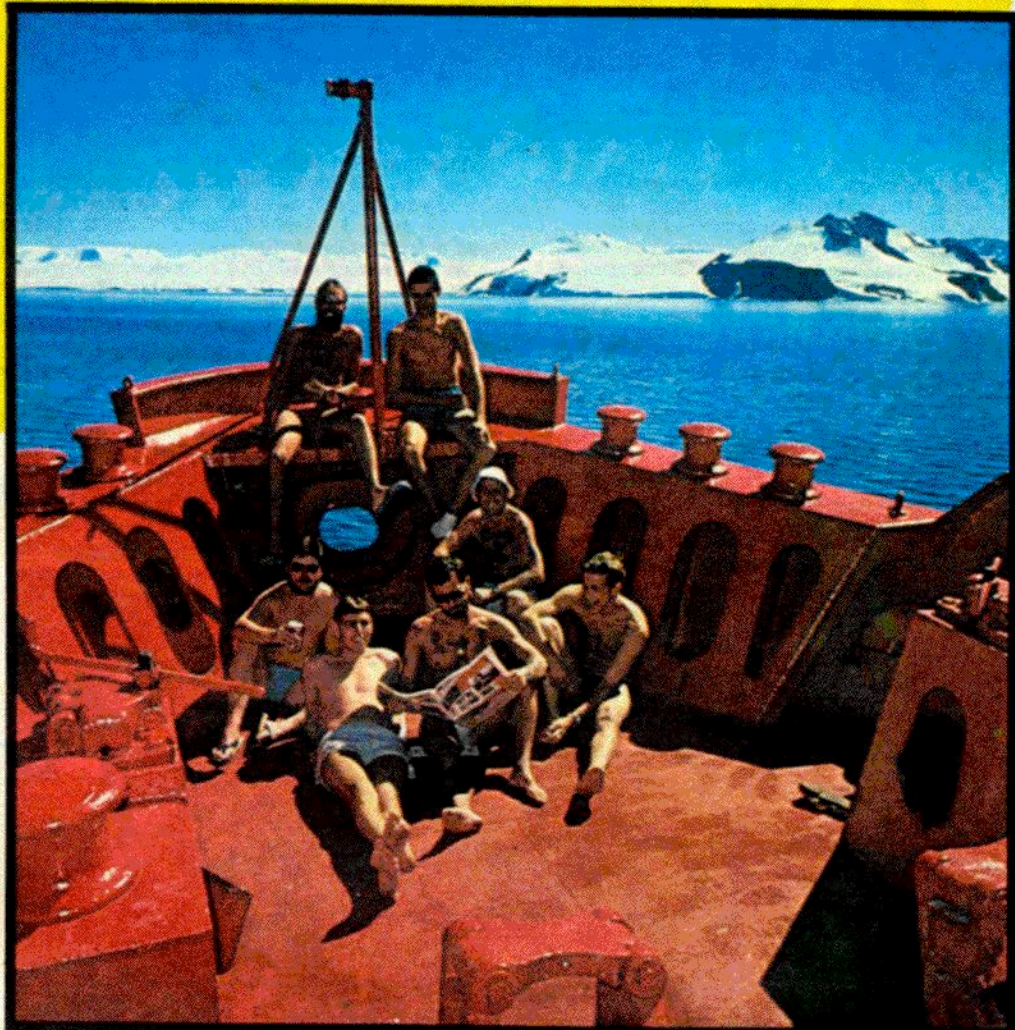


Navy News

MARCH 1979 10p

HAVING AN ICE TIME . . .

As Britain froze, these sailors in H.M.S. Endurance were able to take a philosophical view of the weather . . . in the middle of an Antarctic heatwave! Despite the chilly-looking backdrop it was "hands to sunbathe" — with a soft drink and a copy of Navy News — for LREM Phil Saye, AB Paddy Outram, AB Nigel Ellams, LMEM George Foreman, AB Gilbert, LREM Phil Thickett and MEM Patterson.



Picture: LA(Phot) Paul Gibson

New home for Ark bell

As claims have been pressed over who has what of H.M.S. Ark Royal's valuables, the magnificent 2cwt. silver bell which sailed the world with the fourth Ark has been moved to Yeovilton and put on show at the Fleet Air Arm Museum. The eventual plan is to house it in a special Ark display.

A keen interest in the bell had been expressed by the City of Leeds, which had the closest of links with the fourth Ark — including Freedom of the City — and whose citizens invested more than £9 million in National Savings in a Warship Week in 1942.

The growing and increasingly popular museum, however, bases its claim on a document which results from a meeting in a dockyard street in Gibraltar the day after the sinking of the third Ark in November, 1941.

This meeting made available some £500 of Ark sailors' canteen money for the purchase of a new bell, either to be carried by an Ark Royal in commission or to be placed in the care of the commanding officer of the air station accommodating the headquarters of the Fleet Air Arm.

IN TRUST

This H.Q. is now at Yeovilton, where the commanding officer is a trustee of the museum, which plans to hold the bell in trust until it is required by the fifth Ark.

Among many other Ark mementos and trophies which the museum is planning to set up is a working model of the ship. It is also hoped to be able to obtain the Ark's Flyco (or part of it).

An interest in one of the Ark's anchors has been displayed by Plymouth City Council.

Meanwhile, the Ark officially went out of commission at Devonport at Sunset on February 13 when the White Ensign was lowered for the last time. Seven hundred members of the ship's company remain to de-store and de-equip her, though they are now accommodated in H.M.S. Drake.

To assist in the massive task, a huge ramp has been constructed by Army engineers. The 370ft. ramp will run parallel to the Ark to a 55ft. high tower, which forms one end of a "bridge" to the ship. Heavy lorries will be able to drive direct on to the carrier, saving time and easing handling problems.

WILL PAY AWARD SLOW THE 'TRAINED' DRAIN?

The continued outflow of trained men from the Services during the past year has remained disquieting, says the Defence White Paper. But the Government hopes that "as pay is restored to comparability, the normal pattern of outflow will be resumed."

Total numbers of men and women leaving the Services for all reasons during 1978-79 continued to include an unusually high outflow of experienced and skilled personnel following requests for premature voluntary release. If this continued, the consequences would be serious.

Overall recruiting figures for 1978, although considerably higher than 1977, showed that it was unlikely that increased targets would be met.

SHORTFALLS

In some important categories in the Royal Navy the 1978-79 achievement would fall short. Among officers there are expected to be shortfalls in seamen, engineers and instructors. Among ratings, shortfalls are likely in a number of branches, notably artificers, medical assistants and mechanics (Air).

The White Paper forecasts total R.N. strength for April 1 this year as 74,500, compared with 75,200 on April 1, 1978 and 73,500 on January 1 this year.

● As thoughts become focussed on this year's pay award, speculation has provided a variety of figures on what the percentage award from April 1 will finally prove to be. Figures of 20 and 24 per cent have been the most common in national Press stories.

There can, of course, be no confirmation or announcement

until the report of the Armed Forces Pay Review Body has been considered by the Government. Some of the principles which guide the AFPRB in its deliberations are outlined in an article in page 18.

'NESS' TO GO AMPHIBIOUS

Conversion of R.F.A. Tarbatness to an amphibious transport ship will provide her with capacity to accommodate and land a Royal Marine Commando Group and to carry her own landing craft.

The Tarbatness, at present a 16,792 tons (full load) stores

support ship, will operate helicopters from her small flight deck.

In announcing the conversion this year, the Defence White Paper, published in late February, said great importance was attached to the commitment to provide R.M. amphibious forces for the reinforcement of the northern flank of NATO and the Atlantic Islands.

The possibility of R.F.A. ships "going amphibious" was mentioned in Navy News three years ago.

Fifteen Westland Commando helicopters, ordered to provide the Marines with improved lift capability, will be designated Sea Kings Mark 4. They will be able to lift light guns and oversnow vehicles, and deliveries start later this year.

Ship news in the White Paper included:

The eleventh nuclear-powered fleet submarine, H.M.S. Spartan, is due to enter service this year. The last of this class and the first two of the new Trafalgar class are now under construction.

Design studies are in hand for a new offshore patrol vessel which it is planned to introduce in the early 1980s to succeed the Ton class vessels used for coastal fishery protection.

New weapons

Weapons and equipment news included:

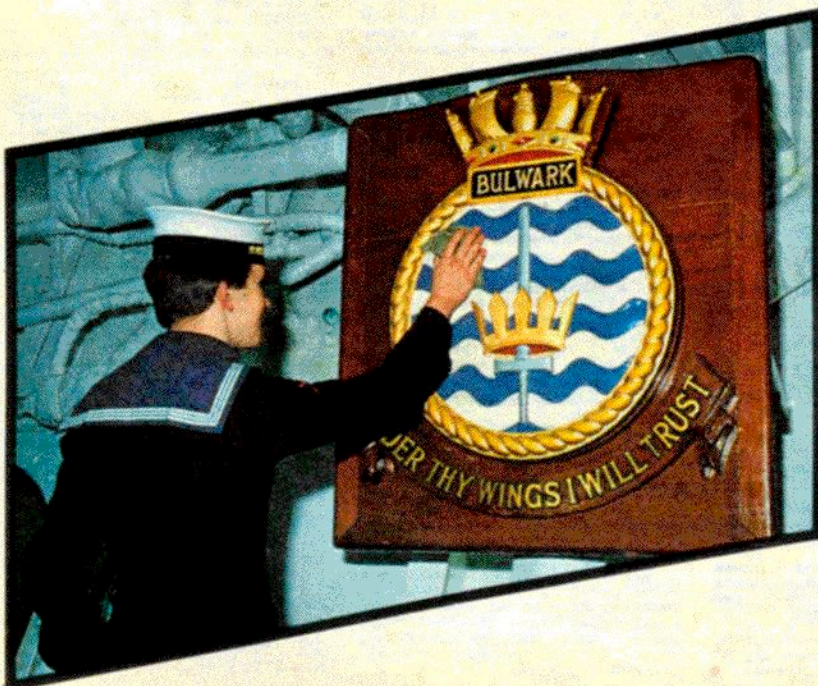
Lightweight torpedoes: Work on the Sting Ray development programme is continuing with the aim of producing a lightweight torpedo capable of being launched from surface ships, R.A.F. Nimrod aircraft and helicopters.

Sub-Harpoon: This long-range anti-ship missile, launched from submerged submarines, will enter service in the early 1980s.

Sea Skua: This anti-surface ship missile, to be carried by the Lynx helicopter, is being developed for entry into service next year.

Estimated spending for 1979-80 on production of new equipment and spares includes £757 million on ships, ship equipment, stores and weapons. This includes £261 million for fighting ships, £51 million for support, R.F.A. vessels and other vessels, and £280 million for weapon systems, missiles and torpedoes.

BRIGHT BULWARK!



Picture: LA(Phot) Mick Beard

With a final polish of the ship's badge by SEA Michael Warner, H.M.S. Bulwark was set for her re-commissioning at Portsmouth on February 23 in the presence of Cdr. the Prince of Wales.

The ceremony in the ship's hangar — modified as part of the work to turn the Bulwark into an anti-submarine carrier — included the cutting of the commissioning cake by the Prince, helped by the youngest rating, 17-year-old JMEM Michael Dwyer.

Bulwark returns in style — Page 5

BRUTAL...OR BENEFICIAL?

H.M.S. Ganges, the Royal Navy's former training establishment for boys, is emerging with dignity and pride from the hammering by John Douglas in his recently-published book.

The subject has produced the biggest Navy News postbag of recent times, presenting a mixture of views which led the author himself to comment: "It surprises me that so many persons could share the same experience and yet have conflicting opinions."

From the best possible evidence — that of customers from the First World War to the closure of Shotley gates in 1976 — it is evident that they did NOT share the same experience.

This is not to say that there has been deliberate distortion or whitewashing. In essence, everybody is right, but the overall picture of "Ghastly Ganges," as indicated by John Douglas's book, is not in accord with the majority of readers' letters.

The author, however, is by no means without support, indicating that everything depended on the quality of the instructors at a particular time.

R. F. Bill, of Guernsey, who was about the same Shotley vintage as Mr. Douglas, congratulates him on a first-class book.

Commenting on a letter by Lieut. A. W. C. Brown (January issue) that the idea of bamboo cane loaded with wire was laughable, he says: "My pal showed me the results of that cane, and his backside made a corrugated roof look flat."

"I had a back-hander from a G.I. on my first day

in the main camp, and he split my lip and head — for not giving him room to pass in a passage.

"I went grey (at 15) and was so terrified that I walked from Ipswich to Ganges through a blizzard in December, having missed the bus. I set off at midnight and arrived at 0530."

But Mr. Bill has no hard feelings. "I am proud to be ex-Ganges," he says, "and looking back it did me good. I would like news of CPOs Spinks and Spickett, GIs of 15 Mess."

A. E. Bromley (ex-PO), of London, who was a trainee in 1915, says "I'm afraid Mr. Douglas is right. The only part of my life I would not like over again was my time at Shotley."

THE GREAT GANGES DEBATE

Looking back over 67 years, F. S. (Darby) Allen, of Peterborough, declares that "with few exceptions, I think the PO instructors were specially selected for their brutality."

That sums up the bad news from readers.

A. J. Stone, of Brightlingsea, Essex, "protests strongly against John Douglas's condemnation of H.M.S. Ganges."

Speaking of 1926 he says "we were trained to be physically fit and mentally alert, and on the playing fields we developed the same noble characteristics as those boys on the fields of Eton and Harrow."

Following the Ganges debate with great interest is G. H. Shreeve (eng. lieut. ret.), of Lymington, Hants, who is proud to have been a Shotley boy (he left in 1928).

"The 'Shotley Terror' stands out in my memory," he says, "but so what? We were certainly not ill-treated."

"I have Shotley to thank for a lot of things. I have no regrets, and given the chance would do it all over again."

Three years after John Douglas left Ganges, Derek Finch, of Sudbury, Suffolk, entered the gates, and found things very different.

"I agree the routine was severe," he says, "but

the instructors who guided our class were most understanding, without being soft. I feel I benefited enormously from their tuition, and if they should read this I would like them to know that I have always been grateful to them. They were PO Tel. Webster and Yeo 'Tubby' Waring."

Frank Biscoe (ex-CPO seaman), of Oxford, is quite definite that Ganges was no "hated" place.

"Why did so many turn up for the final march past?" he asks, and gives the answer himself: "Because they were proud (like me) to be ex-Ganges. To call it a concentration camp is a load of rubbish."

From Bert Pritchard, of Preston, Lancs, comes the tribute: "I would like to put on record my thanks to the Royal Navy, and that hard Shotley training, for my survival in the war years that were to follow." He was a prisoner of the Japanese.

Another who has nothing but gratitude for Ganges is W. C. Parncutt, writing from Blenheim Palace, Woodstock, Oxford, "for teaching me to cope with life at sea, especially in a destroyer in Arctic waters in a Force 10, and later to find a place in the so-called rat-race."

He also says: "Where else in the 1920s and 30s was a poor boy to receive all the privileges and experiences of a boarding school? I am eternally grateful to the Navy for sending me there, and for all the friends I made."

This then represents the Editor's letter-bag saga of Shotley. Accepting that Mr. Douglas is reasonably accurate in his account — then so are all the others.

The mantle of Shotley is not claimed to be pure white, but from it over the years went a vast array, the majority of whom, to this day, have a profound sense of having been given something the others haven't got.

Since this article was prepared, more letters have been received. The Editor is grateful to readers for their interest, but regrets that lack of space prevents reference to them all.

Historic tour for Yacht

H.M.Y. Britannia has been playing a major role in the Queen's tour of Eastern Arabia, the first time a reigning British monarch has visited this part of the world.

After flying from the U.K. in Concorde, the Queen and Duke of Edinburgh joined the Britannia which, after a short stay in Kuwait, sailed for Bahrain, where they arrived on February 15 with H.M.S. Active and R.F.A. Blue Rover in company.

ALEXANDRIA

On passage to the Gulf the ships had called at Alexandria, where a wreath was laid on the Tomb of the Unknown Sailor by the Flag Officer Royal Yachts (Rear-Admiral Hugh Janion), assisted by AB Peter Green and AB John Hopkins.

Also at the ceremony were Cdr. M. C. Gordon-Lennox (commanding officer of the Active), Cdr. Alan Barker (British Naval Attache Cairo), and ceremonial guards from the Active and the Egyptian Navy.

● The Queen is pictured being greeted by the Amir of the State of Bahrain, to which she made a three-day visit before moving on to Riyadh in Saudi Arabia.

Picture: LA(Phot) Tom Suddes



Help for Service landlords

An easing of the problem of getting back into a home you have left while away on draft is promised by a new rule which comes into force this month.

The aim is to make it simpler and swifter for the owner-occupier to recover possession of a home he once lived in when he wants it back for himself and his family.

MOD (Navy), aware of difficulties which have arisen and a consequent growing reluctance by Servicemen to let their homes, were among those who gave evidence during a Rents Acts review which has resulted in bringing about the new procedure.

STATUTORY

What is known as a statutory instrument will now direct County Courts in their interpretation of the Acts on this point. To recover possession, owners have to give 28 days' notice. If the tenant does not budge, the owner can apply to a county court office which, on being satisfied that any agreement allows this and that proper notice has been given, adds the weight of the court in ordering the tenant to leave. It tells him to go within seven days unless he can produce valid reason why not.

All this takes place without the formality of a court hearing, but it is being recommended that a solicitor acts for you, just as it is advisable that he draws up the original tenancy agreement. A common agreement these days is for six months' occupation, afterwards renewable monthly.

It is planned to issue a DCI giving the details.

Police thank Patrol

An award for good citizenship was presented to the Royal Naval Patrol in Plymouth in recognition of work to help police combat crime.

Commodore John Carlill, Commodore H.M.S. Drake, received the award on behalf of the patrol at Crownhill Police Station from Chief Supt. Lou Whitton, head of the Plymouth Division of Devon and Cornwall Constabulary.

The presentation was attended by representatives of the police and the Patrol, including Master-at-Arms Tim O'Donovan.

Alliance project boost

The Submarine Museum's ambitious project to preserve H.M.S. Alliance on land near H.M.S. Dolphin could become reality in the near future.

The Museum trustees are now only £54,000 short of their £350,000 target to save Alliance and link it to a new museum complex for which planning permission is being sought.

Already there is enough money in the kitty to lift the old A-class submarine out of the water and to place her in a concrete cradle near Haslar Jetty. There she would be a key attraction for the proposed new submarine museum.

Vernon visit

The Lord Mayor of Portsmouth, Coun. Richard Sotnick, and the Mayor of Havant, Lieut.-Cdr. Timothy Williams, R.N. (ret'd.) visited H.M.S. Vernon and toured the establishment.

SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should write to the applicant direct.

RO1(G) M. J. Leacott, Vanguard Block, H.M.S. Nelson, drafted H.M.S. Mercury (OXP) — OPS Pool Mercury, until December. Join RFA for nine-day loan march 14-23. Will swap for any Plymouth shore base or ship in refit.

WTR J. Oliver, Ship's Office, H.M.S. Leander. Will swap for any Portsmouth ship or shore base.

AB(R) B. Judge, Vanguard Block, H.M.S. Nelson, serving H.M.S. Fearless expected alongside in Portsmouth for civilian refit until October. Will swap for any Devonport shore base or ship entering refit.

AB(M) P. Dickson, H.M.S. Bulwark. Will swap for H.M.S. Norfolk or any Type 21, or ship deploying.

SA Baron, 3EA Mess, H.M.S. Dido, Plymouth until February 1980, deploying Far East, May for seven months. Will swap for any Plymouth ship not deploying.

RELMN1 (A) I. Gregory, R.N. air station Culdroe, ext. 2109, drafted 819 Squadron, Prestwick. Will swap for any Culdroe front-line draft.

LOEM P. R. Daubney, 4 Mess H.M.S. Arrow, deploying Far East, Australia and New Zealand, May, returning December. Will swap for any Portsmouth shore base or ship not deploying.

AB(R) Blair, 77 Rosemary Court, Tamar Drive, Strood, Kent, drafted H.M.S. Eskimo May. Will swap for any Chatham shore base — refit party, RSO or barracks.

MEM2 Lugton, 2N Mess, H.M.S. Nubian, due long refit August, Rosyth. Will swap for any ship on foreign deployment.

POSA R. W. J. Wild, senior rates mess, H.M.S. Drake, drafted H.M.S. Antrim, June. Will swap for any Portland seagoing ship, H.M.S. Osprey, or other shore base.

COEL Killeen, senior rates mess, H.M.S. Mercury, CPO (any) billet over six months. Will swap for any Devonport billet.

RO1(G) Thorn, Common Whitehall, "D" Watch, Shiproom telephone 3839, drafted H.M.S. Ajax, June, due long refit. Will swap for any operational Portsmouth or Chatham ship.

LCM T. M. Drummond, MT School, H.M.S. Collingwood, drafted Rosyth F.M.G. Static, June. Will swap for any Portsmouth ship or shore base.

SA Rose, 1 Mess, H.M.S. Ardent. Will swap for any Portsmouth ship, preferably deploying.

REM1 Dolan, H.M.S. Forest Moor, extn. 254. Will swap for any frigate due deployment.

MEM1 (AMC) Standing, H.M.S. Rhyll, Chatham refit, until May. Will swap for any ship due deployment.

MEM1 (AMC) Watson, H.M.S. Sultan, drafted H.M.S. London, April. Will swap for any ship due deployment.

LS(R) Lea, H.M.S. Dido, due seven months deployment May, Far East, Australia and New Zealand. Will swap for any shore base Plymouth, preferably H.M.S. Raleigh or ship in long refit.

ALA AH2 Rowsell, 4K22 Mess, H.M.S. Hermes. Will swap for any Portsmouth ship in refit or shore base.

RO1 (G) Horkan, H.M.S. Inskip, Inskip, North Preston, Lancs, drafted MCM Rosyth July, attend small ships course March 19-April 6. Will swap for any ship.

WRENWTR (AB) Smeaton, Westleigh Hotel, Buxton Road, Weymouth, tel. Weymouth 3499 or R.N. air station Portland ext. 2090. Portland draft offered for swap.

REM1 Found, 10 Mess, H.M.S. Norfolk, due eight-month deployment. Will swap for any Portsmouth ship home waters.

LS(M) Price, H.M.S. Dryad (F.G.R.) tel: Portsmouth Dockyard 6445, drafted H.M.S. Cleopatra, June, Plymouth. Will swap for any Portsmouth ship or shore base.

NA1 (AH3) Mobery, Pound "E" Mess, H.M.S. Seahawk, R.N. air station, Culdroe, over 6 months. Will swap for R.N. air station Portland, Daedalus, or Yeovilton.

AB(EW) D. Mortimer, 26, Rannoch Road, Rosyth, Fife, drafted H.M.S. Blake, July. Will swap for any Rosyth ship or shore base.

RS T. C. Hill, H.M.S. Hydra, drafted FOST (shorebased) September, over 12 months. Will swap for H.M.S. Mercury or any Portsmouth shore base.

PO(S) N. P. Linger, c/o CP Staff, Portsmouth Dockyard, drafted H.M.S. Jupiter, July, Devonport. Will swap for any large ship.

AB(M) J. J. Prior, H.M.S. Bristol (Portsmouth), deploying U.S.A. four-five months. Will swap for any Chatham, Portsmouth ship (one year's sea time left).

LSA A. Reid, H.M.S. Antrim, refitting Portsmouth at least six months, will swap for ship due far East or U.S.A. deployment. Replies to ship or 1-11 Mess, Keppel Block, H.M.S. Nelson.

RO1 (SM) Lambert, H.M.S. Forest Moor, will swap for any Swiftsure class submarine.

CK P. M. Roche, Main Galley, R.N. air station Yeovilton, drafted H.M.S. Sirius, May 29, will swap for any Portsmouth or Plymouth based ship due deployment to Far East or West Atlantic.

SA K. Summerfield, 3M S and S Mess, H.M.S. Juno (Portsmouth-based) will swap for any ship going foreign, preferably on deployment.

MEM1 T. Harwood, 127 Mess (JR) Accommodation Block, H.M.S. Cochrane, drafted H.M.S. Gurkha (Rosyth-based), July 30 will swap for any Devonport ship or shore establishment.

AB (EW) D. Bullock, 3E mess, H.M.S. Arethusa, due to deploy Far East. Will swap for any U.K. shore establishment.

LS (EW) J. R. Knight, 3M Comms Mess, H.M.S. Arethusa, due to deploy Far East Will swap for any Portsmouth shore base.

LCM I. Crosby, 3Q Mess, H.M.S. Kent, due to deploy South America. Will swap for any Devonport ship.

RO1 (T) P. A. Selby, 3 Mess, H.M.S. Arrow, drafted Flag Officer Plymouth, will swap for any London area shore base.

AB (EW) L. Rodges, 3MS Mess, H.M.S. Arethusa, due to deploy Far East. Will swap for any Plymouth shore base. Portsmouth shore base considered.

APA(R) Spencer, Port POs' Mess, H.M.S. Coventry, will swap for Devonport frigate.

AB(S) Matthews, 3M Mess, H.M.S. Dido, due to deploy Far East. Will swap for any Rosyth ship in home waters.

LRO(W) R. Oyston, 8 Mess, H.M.S. Norfolk, due to deploy. Will swap for any Portsmouth ship not deploying.

AB(R) G. Jones, 3F Mess, H.M.S. Sheffield, due long refit in Portsmouth. Will swap for H.M. ships Arrow, Dido, Arethusa or any computerized ship deploying to Far East.

LRO(G) G. F. O'Leary, H.M.S. Mercury, drafted H.M.S. Eskimo (Chatham-based), July. Will swap for any Portsmouth ship, preferably in refit, or shore base. Replies to 8, Owen Close, Rowner, Gosport.

CK R. Dunn, 3EZ Mess, H.M.S. Leander, Plymouth, home waters for about a year. Will swap for any ship going on foreign deployment.

LEM Elgie, 3M Mess, H.M.S. Dido, due to deploy Far East May. Will swap for port service or shore billet, Devonport area.

CEM1 Teifer, 3G Mess, H.M.S. Broadsword, Plymouth. Will swap for any Portsmouth or Chatham ship.

MEM1 Catherer, Blazer Block, H.M.S. Sultan A.M.C. course, drafted H.M.S. Bronington Portsmouth, May. Will swap for any Rosyth ship or preferably, shore base.

H.M.S. Joggingwood

Getting fit, H.M.S. Collingwood style, means joining the lunchtime jogging club started by the recreation manager, Lieut. Ron Lang.

A varied cross-section of the establishment's personnel attended the inauguration, including the commanding officer, Capt. Kenneth Willis.

FILMS FOR THE FLEET

We make no apology for brightening up Page Three of Navy News with the two faces of Olivia Newton-John, current sweetheart of the nation, from the smash hit film, "Grease."

The rock musical, in which Olivia co-stars with John Travolta, is the outstanding box-office winner among nine films released to the Fleet by the Royal Naval Film Corporation.

Here is the full list:—

Convoy (A) — Kris Kristofferson, Ali MacGraw, Ernest Borgnine. Comedy adventure based on the hit record of the same title, telling the story of truck driver "Rubber Duck" and the comradeship of men united by their work and a common cause. Columbia-EMI-Warner. No. 600.

Steiger

F.I.S.T. (A) — Sylvester Stallone, Rod Steiger, Peter Boyle. Trucks again... this time the story of a young labourer in the United States in the 1930s who rises to become the National president of the Federation of Inter-State Trucks (F.I.S.T.). United Artists. No. 601.

Love and Bullets (A) — Charles Bronson, Jill Ireland, Rod Steiger. A Phoenix police lieutenant searches for evidence to end an organized crime network. ITC. No. 602.

Grease (A) — John Travolta, Olivia Newton-John. Rock musical set against American high school background where mock tough guy meets plastic pure girl. CIC No. 603.

Eyes of Laura Mars (AA) — Faye Dunaway, Tommy Lee Jones. A top fashion photographer "sees" murders in waking visions. Columbia-EMI-Warner. No. 604.

Jaws 2 (A) — Roy Scheider, Lorraine Gray. A few unusual accidents at sea convince the police chief of the coastal resort of Amity that another shark is hunting human prey. CIC. No. 605.

End of the World (A) — Christopher Lee, Sue Lyon. A research physicist becomes fascinated by signals from outer space predicting accurately a series of natural disasters. ITC. No. 606.

Damnation Alley (A) — Jan-Michael Vincent, George Peppard. After the earth is ripped from its axis by a nuclear holocaust, four survivors venture forth to discover what has become of the world. 20th Century Fox. No. 607.

Hooper (A) — Burt Reynolds, Jan-Michael Vincent, Sally Field. A few adventurous days in the life of Sonny Hooper, the greatest stuntman alive. Columbia-EMI-Warner. No. 608.

Olivia's transformation from innocence to awareness in "Grease" — captured in pictures.

GREASE GODDESS

Girls to Newcastle!



Picture:
CPO (Phot)
Tony Wilson.

Visiting Newcastle without leaving Southampton is the sort of thing that happens to show-biz people... especially when they are appearing in a show with the Two Ronnies.

Dancers Jane Danielle, Lorri Guppy and Jill Scorer found themselves on the bridge of H.M.S. Newcastle when they visited the guided missile destroyer in drydock at the Southampton yard of Vosper Thornycroft.

With them was trumpeter Montie Montgomery (second right) who was appearing with them in the Two Ronnies revue at Southampton's Gaumont Theatre.

In the background is the ship's commanding officer, Capt. Julian Oswald.



News at Fife

"... And no cracks about Angela Rippon" is what BBC news reader Richard Baker seems to be saying to his namesake, Royal Marine Colour Sergeant Richard Baker, of H.M.S. Fife.

Both Richard Bakers originally hail from Barnet, north London, both play the cello, and both are news readers. The guided-missile destroyer has its own closed-circuit TV system, and when she is at sea or in overseas port, the ship's company is kept up to date by its own Richard Baker.

They met when the BBC personality, who is a lieutenant-commander in the Royal Naval Reserve, visited H.M.S. Fife at Portsmouth on January 30.

● Richard Baker presents art award — Page 31

DRAFTY'S CORNER

Watch the Birdies!

For several years the Fleet Air Arm has been slightly overborne with men and women in many branches. There have also been some shortages here and there, but in general their manpower picture has always looked pretty healthy and this has made life relatively easy for Drafty.

But what about the future? With the arrival in Service of the Invincible Class, Lynx, Sea Harrier and Sea King Mk. 4 the demand on manpower in the 1980s is likely to be enormous — far greater than it is today.

And where are we going to find these people — particularly artificers and mechanics who are already showing signs of shortage?

The Ministry of Defence is now studying this problem urgently and there is not much that Drafty can do to help at the moment, but what he can do is to try out a little "in-house" recruiting for certain categories in an effort to keep things ticking over; and that is his text for this month.

Meanwhile, he will keep an eye on the Fleet Air Arm manpower situation and will keep you up-to-date as things develop.

Areas of the Fleet Air Arm which the recruiters don't have to worry about too much are the smaller non-technical branches such as Phot, Met, Aircrewman and Survival Equipment. Small branches they may be but they are, nevertheless, very important and there is no sign that the requirement for their continued service is going to diminish.

Apart perhaps from the Aircrewmen it is probable that most of us are ignorant about the structure and purpose of these branches and the service they provide.

Bearing in mind that we have a continuing need to encourage people to become Photos, Mets and so on — and never let it be said that we take them for granted — a little local publicity would probably not go amiss.

We haven't got the space to cover all these branches, but here is a quick "birdman's" eye view of a couple of them . . .



WOT PHOT . . . ?

The Photographic Branch is certainly one of the Navy's smallest categories, containing only 11 officers, three Fleet chiefs, 63 chiefs and petty officers and 84 leading hands; and, of course, nearly 50 Wrens of various rates who guarantee that the Branch is permanently the best looking in the Service.

It was formed originally to provide photographic coverage and evaluation of gunnery practices in the Navy's training areas but today the range of tasks is much wider and more

technical. No longer can effective results be obtained with a "Brownie Box" and a roll of 120 film!

Entry into the Branch is "sideways" for male ratings who before applying must have achieved at least six months' seniority as an able rate in another branch.

Volunteers come from all walks of life (although for some reason the majority are Seamen) and the girls join by direct entry from their basic training.

Potential transferees are required to pass an interview and aptitude test before being drafted to R.A.F. Cosford (near Wolverhampton) for a 27-week intensive photographic course.

On completion of the course each successful candidate is drafted (the males with hooks on their arms) to one of about 50 billets at home and abroad.

HIGH STANDARD

The foreign drafts are in Hong Kong, Naples and Gibraltar while at home there is the Fleet Photographic Unit at H.M.S. Excellent, the Royal Marines Commandos and various small units at many shore establishments and naval air stations throughout the U.K. Sea billets are found in carriers and survey ships and the male ratings form their own roster for sea service.

All billets demand a high professional standard in every aspect of photography which accounts for the stiff aptitude test and lengthy training.

Now what do our naval photographers actually do?

They provide a comprehensive photographic service whenever and wherever required.

INTELLIGENCE

They cover gunnery and missile firings and aircraft deck operations.

They provide visual records of accidents and incidents (including the medical aspects if necessary), material defects, intelligence and recognition.

They must be able to use cine for all these commitments if required.

When working in survey ships they travel to every corner of the Earth and are required to work in all weathers and temperatures.

In the Royal Yacht they need to be aware of their unusual environment and use a great deal of tact and common sense. With the Royal Marines Commandos they need to keep

themselves fit. And let us not forget their role in public relations — local "home town" pictures, visiting VIPs, medal presentations, group photographs and so on. Altogether a busy and often unpredictable life.

INFLEXIBLE

Drafting Photos is inclined to be "round holes and square pegs" stuff because the branch is small and therefore inflexible. Often one move will trigger several more and this sort of drafting turbulence is unpopular.

One CPO(Phot) who certainly didn't want to move rendered a drafting preference card giving his home address as 3, 5, 7 and 9, Peasbody Crescent, Tipnor, but we are reasonably confident that not all naval photographers own a row of houses!

Have a look at BR 1066 Article 1520 if you want to learn a rewarding trade.

Questions and Answers

Q: Is turbulence taken into account both from the individual's and ship's point of view when a ship's refit moves right?

A: Yes. Continuity of experience in the ship is important but factors concerning the individual come high on the list of considerations. These factors include the avoidance of unnecessary turbulence, ensuring advancement is not prejudiced and not keeping people in non-preference areas for excessive periods.

Q: Is it policy to use men completing 22 years for ERP duties during their last year in the Service?

A: Yes, men who have not completed their sea quota are liable for the ERP, subject to the rule that they should have their last four months in shore service. In addition, Drafty always tries to get this four months in a man's preference area. However, individuals can make use of the facility of asking to go to sea early out of turn or of extending sea service with the aim of manipulating the drafting system so that sea service is not owed during the last year before TX.

SINK OR SWIM . . .

Even smaller than the Photographic Branch is the Fleet Air Arm's Survival Equipment category which consists of some 160 officers and men (no Wrens, alas!) based on the Royal Naval Survival Equipment School at Lee-on-Solent.

The School's main roles are research, development and maintenance of all aeronautical and marine survival equipment, and the conduct of survival courses in land, sea and under-

water escape; roles for which the Fleet Air Arm has a worldwide reputation in both military and civilian circles.

Some of our better known customers have included Messrs Ridgway and Blyth of transatlantic rowing fame, the Baileys, who survived in the Pacific for 118 days, and more recently Timothy Severon in his leather boat, the St Brendan.

Entry into the Branch is by selection from the Aircraft

Handler training pipeline from which some ten recruits are extracted each year.

Basic training takes about three months and covers equipment, survival techniques and aircraft escape procedures including a certain amount of practical application.

Sea billets are to be found in the larger ships and in Sea King and Wessex 5 Commando front line squadrons, while shore bil-

lets are available at all naval air stations, B.R.N.C. Dartmouth and the "Dunker" Training Unit at H.M.S. Vernon.

Like the Photographic Branch, drafting for Survival Equipment ratings is somewhat inflexible because of the small numbers but we do manage to keep most customers in their preference areas.

See BR 1066 Article 1521 for further details of the Survival Equipment Branch.

Readers aid Centurion exhibition

Readers of Navy News have made a notable contribution to the setting up of an exhibition by the Historical Society recently formed at H.M.S. Centurion, the Royal Navy's computer establishment at Gosport.

The society's objective is to study the history of former Centurions, as well as the functions of the establishment.

An early appeal in Navy News for memorabilia concerning former Centurions

resulted in a flood of old photographs and documents from old Centurions all over the country, as well as from historians and authors. Replies also came from the United States and Turkey.

Aided by the R.N. Museum at Portsmouth, the society lost no time in mounting a fascinating exhibition made up from some of the photographs and documents submitted.

The exhibition covers the impressive history of the 11 former sea-going Centurions, from the defeat of the Spanish Armada to the Second World War, and is being studied with interest by many of the 900 people who work in Centurion and by visitors to the establishment.

TREASURE

The sixth of the name was the famous Centurion which, under Lord Anson, took four years to sail around the world before returning to Portsmouth in 1744 laden with the greatest haul of treasure ever taken on the high seas.

The eleventh Centurion — a picture of which, reproduced here, was submitted for the exhibition — was a battleship which fought in both world wars. She survived the Battle of Jutland and the worst Malta convoys.

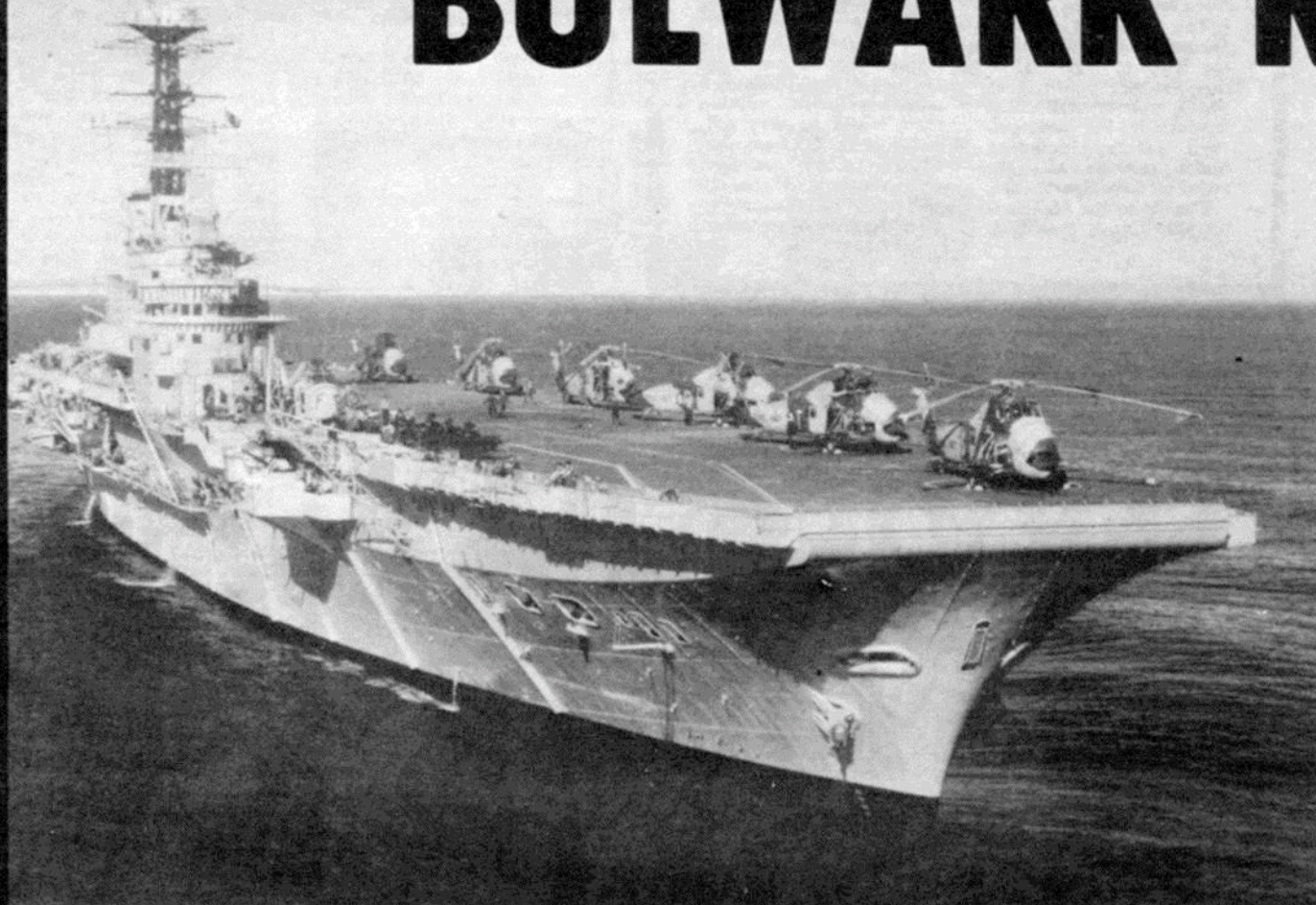
Although destined to be the last British battleship sunk in war, there was no dishonour, for her scuttled hulk provided vital protection during the D-Day landings on the coast of Normandy.



PHOTO POSTCARD SERIES

H.M.S. Bulwark 1979 will be reproduced as a postcard in the Ships of the Royal Navy series, obtainable from Navy News, H.M.S. Nelson, Portsmouth, PO1 3HH, price 10p each (inc. postage and packing (£1 per dozen), stamps, postal orders or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.60. Albums to hold 64 Navy News postcards are £2.50 each (inc. postage).

BULWARK RETURNS — IN STYLE



Facts and figures

Deep displacement: 27,728 tons. Length: 737ft. Beam: 90ft. Beam (extreme): 123ft. Propulsion: Parsons geared turbines — two shafts

delivering 76,000 bhp. Maximum speed: 28 knots. Complement: 950 (increasing to 2,000 when the Air and Commando Groups are embarked).

Under her wing

A television funny man, a Cheshire grandmother and a herd of red deer in Wales are just three of the numerous links H.M.S. Bulwark is developing with people and places all over the British Isles.

As well as the ship's main adopted charity of Corben Lodge home for the physically handicapped in Portsmouth, the ship has links with Pangbourne and Wellington Colleges, Clacton Sea Cadet Unit and Eastney Marine Cadet Corps.

A plea in Navy News led to grandmother Mrs. May Morland, of Runcorn, Cheshire, being "adopted" by 5E Mess — May wanted more young sailors to write home to their grans — while Leonard Rossiter, television's Rigby and Reginald Perrin, proved so popular with the lads of the Air Department that he was invited to become their mascot.

The Bulwark (motto: "Under thy wings I will trust") has taken a herd of red deer in Wales under HER wing — or rather her helicopter's rotors.

A Wessex V helicopter of 846 Squadron airlifted the herd from St Davids to Ramsey Island to help Pembroke National Park.

A link between the ship and those who have served in her in the past is being forged in the form of an H.M.S. Bulwark Association planned by Mr. D. W. Jacob, of 30, Harfield Crescent, Waterloo.



Stalwart of Suez

Suez, Aden, Borneo . . . these names and others have a special significance in the history of H.M.S. Bulwark, the sixth ship of the Royal Navy to bear the name.

Built by Harland and Wolff as a carrier of the Hermes class, she was first commissioned on October 29, 1954. The first landing on her deck was by an Avenger of 703 Naval Air Squadron on February 7, 1955.

In 1956, the Bulwark took part in the Suez operation, when 600

sorties were flown from her.

Conversion to a commando carrier was carried out at Portsmouth between 1959 and 1960 and she served for 16 years in that role, taking part in operations at Aden, East Africa and Borneo.

The Bulwark has often been in the forefront of developments in naval aviation. She was one of the first ships to be fitted with the mirror sight deck landing aid and the flight deck magnetic loop communication system. In 1976 she was the second ship in the Royal Navy to carry out deck landing trials with the Harrier jump-jet.

The first Bulwark, a 74-gun, was ordered to be built at Portsmouth on June 11, 1778, but cancelled. Her successor, also a 74 built at Ports-

mouth, took part in the blockade of Lorient in 1811 and later fought with distinction in the American War.

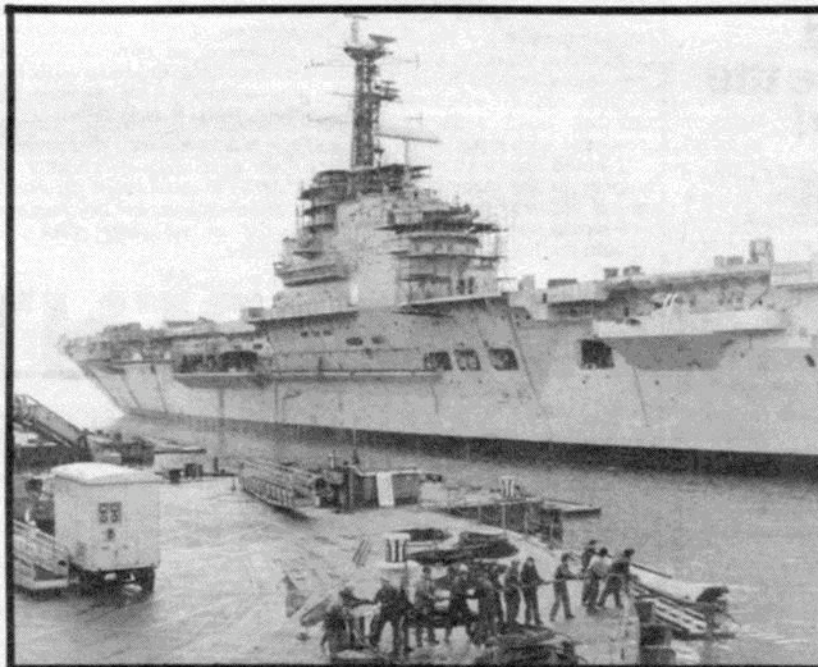
She captured the privateers Harlequin and Tomahawk and sailed up the Penobscot River with an expedition under Rear-Admiral Edward Griffith. The expedition captured the town of Castine, drove the Americans out of Hamden, caused them to burn the frigate Adams, and captured several privateers.

After her came two screw ships, the first of 81 and the second of 110 guns. The fifth Bulwark, the present ship's predecessor, was a London class battleship of 15,000 tons, built at Devonport in 1899 and commissioned as flagship of the Mediterranean Station in 1902.

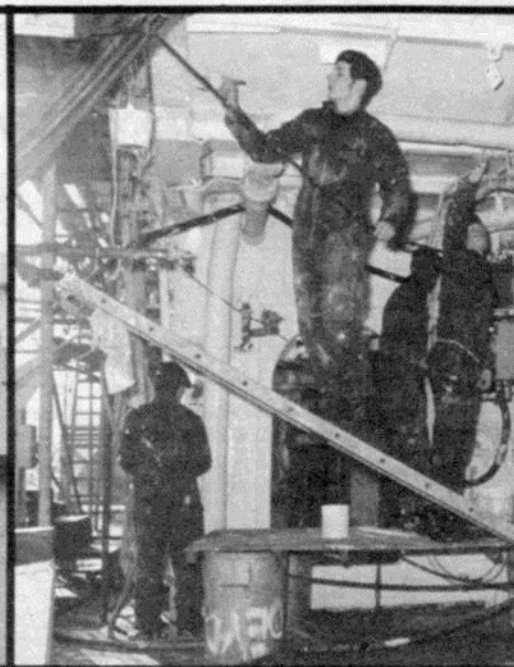
In command

H.M.S. Bulwark is commanded by Capt. G. M. K. Brewer, whose previous commands have included the frigates Grenville and Juno — as

leader of the Fourth Frigate Squadron — the destroyers Carysfort and Agincourt, and the helicopter command cruiser Tiger.



The Bulwark arrives at Middle Slip Jetty in Portsmouth Dockyard for her final preparations before re-commissioning and going back to sea.



All hands to the paint brush in the great effort to get the ship spick and span for the big day.

That enduring symbol of the Royal Navy's changing needs, H.M.S. Bulwark, has taken on a new lease of life and yet another major role.

Like a doyenne of the theatre she has made her great come-back — and in such style!

In the presence of Cdr. the Prince of Wales, she was re-commissioned at Portsmouth on February 23 — a great day in the life of the ship and her company and the culmination of a year's unstinting and dedicated effort.

The decision to bring the Bulwark forward from her state of "preservation by operation" with a new primary role in anti-submarine warfare was announced in January, 1978, and the small ship's company borne at that time began the job of preparing the ship and her equipment for service.

A basin trial in May and June, designed to test the main machinery, radio and radar,

navigational aids and other essential equipment, resulted in a list of defects to be rectified during the docking and essential defect period which started in September.

Storing

All the necessary work to accommodate the Sea King Mark 2 ASW helicopters was also put in hand — including modifications of the hangar arrangements to allow for the extra height of these aircraft and provision for testing and servicing their advanced avionics systems and stowage of weapons and spares.

Storing ship and bringing her external and internal appearance up to standard also started.

Just before Christmas the Bulwark was afloat again in Portsmouth Dockyard's C Lock, half a day ahead of schedule — evidence of the extremely good relations between the dockyard and ship at all levels. In early January the ship moved to Middle Slip Jetty for the final preparations for sea.

Alternative

Like her sister ship H.M.S. Hermes, the Bulwark is now primarily an anti-submarine carrier with an alternative role as an amphibious carrier.

In the anti-submarine role Sea King helicopters of 826 Naval Air Squadron will provide both the detection and the attack capability to deal with conventional and nuclear-powered submarines.

The Sea Kings will also be employed on medium lift and search and rescue duties.

Wessex V helicopters of 846 Naval Air Squadron, whose primary use will be to lift the embarked Royal Marines Commando Group in the amphibious role, will have other tasks, including armed close support and medical evacuation.

Significant

The ship also carries four landing craft for vehicles and personnel, manned by Royal Marines of the Seventh Assault Squadron.

The Bulwark's return to the Fleet will effectively double the Royal Navy's operational anti-submarine carrier force and contribute significantly to NATO Maritime Forces. Officers from the navies of several NATO allies will serve with the Bulwark's Air Group.

After returning from initial sea trials in mid-March, the ship will sail again in early April for basic operational sea training at Portland and if all goes well she will meet her first operational commitment at the beginning of May — exactly as planned over a year ago.

Empty drums kept Borde buoyant

Having read your review (December issue) of "Out Sweeps," it was gratifying to know that H.M.S. Borde was remembered, as well as magnetic, acoustic and moored mines.

I joined the Borde at Sheerness, where Cdr. Hudson explained what kind of ship we were on, saying that no one knew how the idea of blowing up magnetic mines was going to work.

The magnet was fixed on top of the fo'c'sle (not in the forward holds). Hundreds of empty drums were spot-welded together in the forward holds for buoyancy.

After four or five magnetic mines had been blown up, the ship would begin to leak where plates had been stove in.

I was proud to serve in the ship, especially under Cdr. Hudson, who was most dedicated, and an inspiration to all.

While we were at Chatham in 1940, dry docked to be welded together again, the King visited us and decorated Cdr. Hudson and the first lieutenant. All the rest had a royal handshake.

We were never paid "hard lying money" of a shilling a day, so that £34 is still owing to me. After the war I wrote to the Navy Department but received nothing. — **P. P. Hankin** (ex-L/S), Cambridge.

□ Pangbourne shipmates

I was delighted to see in the December issue the review of the book "Out Sweeps" — a documentary of the most hard worked (and happiest) ships in which I had the honour to serve.

Are there any old shipmates around from the Pangbourne 1940-41; Cadmus 1943-46; and Pickle 1952-53 (R.N.R.)?

Correspondence about pets reminded me of "Charlie R.N.", the famous grey goose on board the Cadmus in the Mediterranean during and after the many landings in the period 1943-44. At one time it was No. 1 in the Forces' Pet Club I believe. — **Jimmy Stott** (ex-L/Sig R.N., yeoman R.N.R., lieut. C.C.F., R.N.R.), Bradford Grammar School.

□ Forgotten sweepers

At long last the forgotten ships have been resurrected. How pleased I am to learn that "Out Sweeps" has been published (December issue).

In the Second World War I spent most of my time minesweeping — from Alexandria to Tobruk and Benghazi, all along the North African coast, over to Sicily and then on to Taranto. After the war I was still sweeping in Borneo and the Maldive Islands.

Men were tested beyond endurance at times. Miles from home, no mail for weeks on end, foul weather, poor food, and tropical heat to name but a few of the hardships. From all walks of life they came, to be forgotten at the end. — **George Drewett**, Ashford, Middlesex.

Could the population of well over two-and-a-half million people of the Metropolitan County of Greater Manchester be represented in the Royal Navy by naming the next Sheffield-class destroyer H.M.S. Manchester?

This would perpetuate the name of the cruiser of the famous Town-class of the Second World War which won several battle honours in her distinguished career, including Malta convoys and the action off Cape Spartivento.

Thanks to the Manchester Ship Canal, the city is

New ship to be called Manchester?

a major port and we do see the Royal Navy, although more frequent warship visits would be very welcome! — **M. K. Thompson**, Cheadle Hulme, Cheshire. ● It is understood that the eleventh of the class may be given the name Manchester.

□ Blazing Trincomalee

My recollection, 34 years on, is that even while the canteen at Trincomalee was blazing (Mr. Don Deane's letter, January issue), there was no shortage of people who claimed to have done it — but they couldn't all have.

Perhaps it was a case of spontaneous combustion. It was a pretty primitive place, anyway, and well overdue for improvement. — **C. W. Clarke** (ex-admiral's office, H.M.S. Renown), Evesham, Worcestershire.

I was stationed at "Trinco" with an air squadron, but at the time of the fire was away on a "jungle hike" doing a survival stint.

However, rumour at the time

suggested that it was the outcome of friction between the Yanks who were in the "mixed fleet" set-up, and our own boys.

It seems that someone had been telling the Yanks the joke about Noah's Ark, and this guaranteed a good fight afterwards.

Perhaps the more likely answer is that Tamil labourers who had a boot up the backside for delaying-re-roofing the basha huts, bided their time and destroyed the only real amenity at Trinco.

A workmate who was also stationed there at the time says that soon after the fire there was a riot between the Tamils and the matelots. — **D. M. Bate** (lieut., R.N.R., S.C.C.), Leicester.

LETTERS TO THE EDITOR

SERVICE PAY UNFAIR TO THE SINGLES

Continuing the debate on the discriminatory manner in which Royal Navy personnel are paid allowances and re-engagement incentives, I believe there are 23 payments to which a married man may be entitled and a single man is most definitely not.

Of these I become particularly incensed at the single man not being entitled to the following:

- Free food and accommodation when serving away from home
- Eight separation warrants per annum when based sufficiently far from family
- Long service advance of pay for house purchase as an incentive / reward for re-engaging
- Separation pay when sufficient distance exists between base and family
- Home to duty travelling expenses.

A married man with no children whose wife is in lucrative employment is as entitled to these payments as a married man supporting a wife and six children.

We are told that in the future comparability with civilian pay will be restored. But with the present gulf between the effective pay of single and married men, true comparability cannot be achieved as in civilian life no such discrimination exists.

In recent years the Government has introduced an Equal Opportunities Act, the essence of which is that equal work is to be rewarded with equal pay.

I would like to know if the Act applies to the Armed Forces — and if not, why not.

I would also like to ask "Why should the Inland Revenue not be

the sole arbiter as to pay and allowance differentials between single and married men in the Armed Forces?" — **2nd class for Pay(CPO).**

□ No nuthin'

It is about time some thought was given to the single Serviceman or woman who owns or would like to own his / her own home. After many years I have recently been able to scrape together the substantial deposit required and have purchased my own place.

It's not been easy and mainly it was thanks to two years on board ship when I was able to save more than normally possible (although it was galling to know that the married people were getting separation pay which was regarded by many as merely pocket money!).

It appears that everything is stacked against the Service singles owning their own homes. Not only are house prices becoming more and more prohibitive, but there is no help from the Service. No advance of pay, no disturbance allowance, no removal expenses, no travelling expenses — in fact, "no nuthin'" — **M. Bowden**, Med Tech 1(N), R.N.H. Haslar.

It is understood that proposals have been formulated in MOD to assist single personnel to buy houses, but that they are still at an early stage. — **Editor.**

□ Finwhale welcome

The commanding officer and members of the crew of H.M. submarine Finwhale gave us a tremendous welcome on board during our recent voyage from Newport to H.M.S. Dolphin.

It was an experience which brought back happy memories, confirming our belief that the present-day submariner is a worthy successor of those who have gone before. — **Rowland Harris**, **John Huntley**, Wales No. 1 Branch, Submarine Old Comrades' Association.

□ Mauritius sitrep

I would like to impart to your readers a brief sitrep on H.M.S. Mauritius (ret'd.).

As a former member of the ship's company 1966-68 and 1970-72, I was saddened to see the former mess lacking paint, and the manicured lawns overgrown.

The stores compound is now the Education Dept. stores, the naval theatre a youth centre, R.N.H. an ENT centre, the NAAFI the police film library, and the Commen. SMF operations.

All the quarters are occupied, and the wardroom is the SMF officers' mess. I stood behind the barbed wire which now blocks the once busy entrance, and spoke to a police officer who declined politely my request for a closer look. An era had passed. — **Elwyn Jones**, 109 Hume Road, Thornlie 6108, Western Australia.

□ Half a house!

May I as a layman and a former hostilities-only rating in the R.N. make some comment on the half-and-half housing scheme, or save-as-you-rent scheme, reported in your November issue.

It seems to me that we live in a selfish society, when we as a nation expect men and their families who are doing a vital job, in many cases at personal risk, to settle for half a house after fulfilling the full Service engagement.

Royal Naval Association members like myself should make our individual protest to our MPs on behalf of those still serving, who are somewhat handicapped in exerting political pressure. — **Harry Greenwood**, Burnley, Lancs.

DIFFERENT VIEW

I must take issue with Cdr. Frank Potts (February) over his recollections of the third H.M.S. Ark Royal. I served as a Pay Office writer in the Ark Royal for the whole of her commissioned service and at no time did the ship's company get a chance to "beat it up in some South American port or other" as he claims.

When the German pocket battleship Graf Spee was brought to action in the South Atlantic by the Ajax, Exeter and Achilles on the morning of December 13 1939, Force K (Ark Royal and Renown) was 2,000 miles to the north-east of the River Plate en route to Freetown.

Force K was ordered to proceed to the River Plate area but did not have sufficient fuel to do so. The Force altered course for Rio de Janeiro,

arriving there on the morning of December 17, fuelled and sailed at dusk on the same day. No shore leave was given.

Soon after sailing came news that the Graf Spee had blown herself up in the River Plate.

This was the nearest the ship's company of the Ark Royal ever came to a run ashore in South America during the whole of her service (1938 — November 14, 1941). Incidentally, convoys to Malta did not start until July 1940.

DAILY MIRROR SHIP

It is true that the Ark Royal became known in the Navy as the Daily Mirror ship, but this was because the Press and Government projection of her not inconsiderable combat service, and of Lord Haw-Haw's constant broadcasts that she had been



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I'm Miss Ships Ale by the way. And I'm just dying to meet you. So tell your Bar Manager you want a bit more next time. You may get me!

To: Miss Ships Ale,
Whitbread Duty Free Trade Division
Isambard Brunel Road
Portsmouth

Our mess serves Ships Ale, please send us 6 FREE badged glasses.

NAME

RANK

SHIP

CURRENT BASE

If you are increasing your next order for Ships Ale, please ask about additional free glasses and a personal visit from Miss Ships Ale.

Whitbread Duty Free Trade Division



How to play the Priest game

Regarding the inquiry (February issue) from "Sussex chiefs" about the game "Priest of Paris", this is how it was played on board H.M.S. Crocus in the Persian Gulf (1920/22).

First the Priest is elected, and next his Man John, complete with leather belt (for punishment). The

remainder are known as various coloured caps.

Man John declares the court sitting, and then goes on to say, "The Priest of Paris has lost his considering cap, some say this and some say that, but I say Blue Cap" (or any other colour he chooses). Blue cap should then say, "Me sir? You lie sir." Man John then says, "Who then, sir?"

Blue Cap then names another colour, and continues with the "Me sir?" etc. Anyone failing to answer, calling a wrong colour, swearing, or putting the court in an uproar is duly punished.

Incidentally, does the name H.M.S. Crocus still show on the rock at the entrance to Muscat. Anyone know? — Martin R. Drury (ex-leading sig.) Woking, Surrey.

● The game is similarly described by another reader, A. A. Sewell (ex-LS, LTO), of Norfolk, who adds: "It sounds silly, but when carried out in real matelot fashion can be great fun. It shouldn't however be played near the chaplain's cabin, or if Wrens are around."

Effingham's Indies book

Recently I acquired a book on the first commission of H.M.S. Effingham on the East Indies Station 1925-27. It contains quite a number of photographs.

If anyone who served aboard during that time cares to get in touch, I will gladly forward it. — T. G. Shirley, ex-stoker PO, 20, Woodlands Avenue, Walton, Stone, Staffs, ST15 0UT.

Assistance to authors

Cdr. C. J. Meyer, of H.M.S. Neptune, Faslane, Helensburgh, Dunbartonshire G84 8HL, is collating material with a view to compiling a record of Leander-class frigates. "Ships of the class have served in all corners of the oceans and have been engaged in as wide a variety of operations as any modern warship — from 'cod wars' in the North to 'confrontation' in the Far East, and many other tasks no less demanding," he writes. "The basic design has been used by foreign and Commonwealth navies."

Cdr. Meyer adds, "I would be grateful to receive any anecdotes or unusual photographs and to hear of any personal experiences of both good and bad times. I am particularly anxious to include a comprehensive index of those popular corruptions of ships' names which have afflicted the class ever since the first wooden wall to bear a classical name."

BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH

Anyone want 60 cap tallies?

Ex-naval nurse Carol Boyd writes from Merseyside to say that during her four years' service at R.N. Hospital Haslar she collected about 60 cap tallies — old and new, ships and shore bases.

"I'm wondering if any of your readers would like them because they are of no use to me and really are in the way."

From experience, Navy News knows there is a great demand for cap tallies and all we can say is that if anyone is interested they should write to Carol Boyd, c/o Navy News, H.M.S. Nelson, Portsmouth, and we will pass the letters on to her.

Another Dorsetshire?

I believe that the Royal Navy should have a ship to carry on the name of Dorsetshire, which finally sank the Bismarck. — R. Osmond, Wareham, Dorset.

They ARE remembered

Mr. L. Simmons (Ex-SPO) of Eastbourne, who wrote in the January issue of Navy News regretting the fading out of the ex-Service ceremonial, "They shall not grow old," seems to have worried needlessly, according to the Editor's postbag.

Letters received include those from J. S. Everall of Kenilworth, Warwickshire, and F. S. Sellars, of Skegness, Lincolnshire (The Fellowship (F.O.S.) Ltd., formerly the Fellowship of the Services), B. Wilson, of Coventry (British Limbless Ex-Service Men's Association), J. A. Bates and G. A. Rogers of Leicester (Leicester Senior Service Association), S. A. Kerslake, of tingbourne, Kent (Sittingbourne branch of the Royal Naval Association), and S. A. Kerslake, of Fleetwood, Lancashire (Fleetwood branch of the Royal Naval Patrol Service Association), E. Sweeney, Bradford Royal Naval Association, Harold A. Williamson, lieutenant, R.N. (ret.), The Memorable Order of Tin Hats (MOTHS), and Allen R. Gittens, Newport (Shropshire) R.N.A.

The words of Mr. Gunstone are echoed in all the letters.

"We meet on the first and third Wednesday of every month," he says, "and at the start of proceedings we remember our fallen comrades with 'They shall not grow old.' Also we have the loyal toast, and our meetings close with the singing of The National Anthem."

Tom Newey

A good friend of mine, Tom Newey, has died at the age of 47. An ex-R.N., he and his wife Flo were hosts to hundreds of men of all ranks who visited the Cape in H.M. ships. Their bar, with its hundreds of ship crests, was famous throughout the Navy. — Charlie Rennie (ex-CPO), Transvaal.

Michael (9) wants the Ark Royal

By now everyone has read of the diverse ideas which have been floated on what should be done with the Ark Royal. But how about this one — to MOD — from a nine-year-old hopeful...

Dear sir, I am writing to say about the ship which is going to be melted down.

Can I have it as I would like to have a ship of my own. The ship I would like is the Ark Royal with one plane left on it so I could train on it because I want to be a captain in the Royal Navy when I am older. — Michael McCarthy, Greenwich.

Centurion camouflaged

Reference the story (January issue) about the camouflage of the old H.M.S. Centurion by Claude Muncester, I served in the Centurion as an able seaman during her brief life in the Mediterranean in June 1942.

I can vouch for the excellent work by the artist. It completely fooled the Luftwaffe. As a result the German assaults during the whole of H Force convoy from Alexandria were mainly concentrated in our direction, thus saving a few of the merchantmen we were supporting.

Unfortunately we had several near misses and eventually the ship was split on the port side under water. It was sleep, eat and work for three days until we managed to reach harbour at Port Said. — F. A. J. Brady (ex-leading seaman), Milton Keynes, Bucks.

OF THIRD ARK

sunk. There was much good-natured banter between ships' companies about this, but I certainly don't recall ever hearing that it led to fisticuffs, at least not on the scale suggested by Cdr. Potts.

Greetings to any old Ark Royals who may read this — J. V. Walsh, lieutenant-commander, R.N.(ret.). Now Wardroom Mess Manager, H.M.S. Excellent.

ADMIRALTY ACCOUNT

I joined the Ark in April 1939 and served aboard her until she was sunk. As for being sent on a "showing the flag" cruise, I will let the published Admiralty account of the period speak for itself and it shows a picture far from that painted by Cdr. Potts.

The only harbour entered by the Ark and

Indomitables dismayed by name change

In 1942, just before Operation Pedestal — a Malta convoy, Capt. Tom Troubridge broadcast to the ship's company of the Indomitable and referred to the end of the Ark Royal in the following terms: "If we are damaged, no one is to consider abandoning the ship until the list is 90 degrees!"

1939 silver oar winners

Last year I sent to the National Maritime Museum a silver oar awarded to me for being a member of the winning crew in the allcomers' race at the 1939 China Fleet Regatta.

This crew was composed of artificers from H.M.S. Medway, among whom I believe was Wally Hammond, whose heroic escape

from a prisoner-of-war camp made inspiring reading.

If other holders of this winning crew could donate their oars to the same museum, it would collect together some wonderful shipmates. — Clyde R. Hook (lieut. R.N., ret., ex-artificer apprentice, H.M.S. Fisgard, 1928-33), Hatfield, Herts.

Mayoress's mini-bus appeal

As son of the late "Jaunty" Harold Stephen Peard, from Plymouth, I am sure it was Navy discipline from birth that has resulted in the honour I now carry as Mayor of Canterbury.

If only my father could have seen my pride when I was piped aboard the T.S. Courageous in Canterbury — only a small incident for some, but to me a great honour.

I wish to convey my thanks to the Royal Navy for monies raised

and given to the Guide Dogs for the Blind, which is the special charity of my wife and myself.

This year, in the Mayoress's charity appeal, she hopes to raise sufficient money to purchase a mini-bus to take blind persons, trainers and dogs from Wokingham into London for the hardest of all passing-out tests in the city traffic. Any help would be gratefully received. — C. R. Peard, Mayor of Canterbury.

Renown was Rio to take on oil fuel and we were out again in less than 12 hours. We had spent over 29 days at sea and only 36 hours in harbour, which included Capetown to take on fuel. One watch did manage to get ashore there for a few hours, but no one slipped ashore in South America.

I would also like to know where the Furious was laying for the Ark's boat to have to go alongside her as I remember that whenever the two ships were in harbour together we were always stern to stern under the sheer-legs transferring Hurricanes.

As for the black eyes and busted noses described, I feel certain the shore patrol would have made some report if the scale of disturbance had been as great as suggested. — Thomas G. Read, ex-PO LPLTO, Hayling Island.

Say it on a Say Shirt

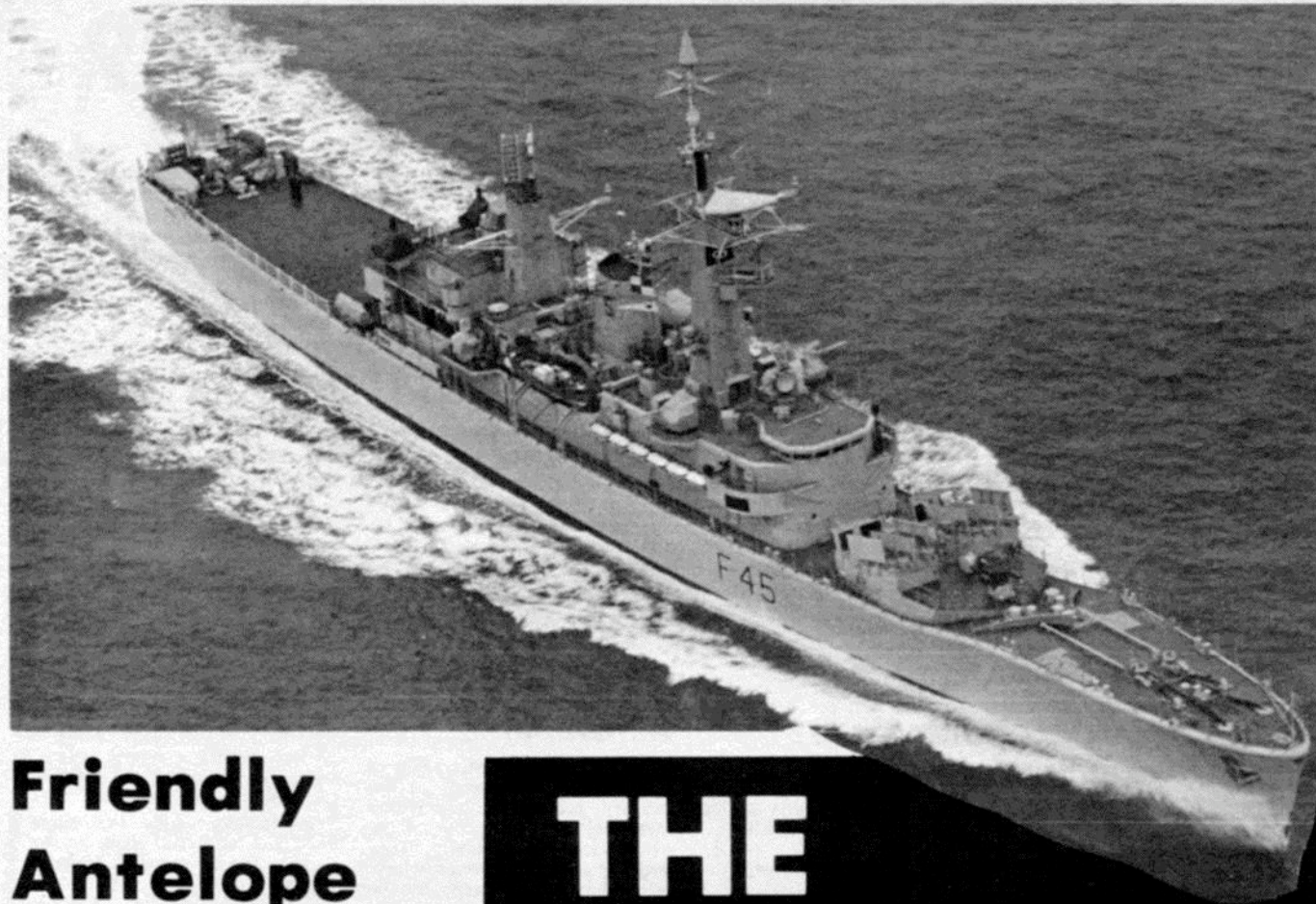
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Friendly Antelope

H.M.S. Antelope's link with Hereford has been strengthened by a regular exchange of visits since the city adopted the Type-21 frigate in 1975. Even a pub — the former Railway Inn — has been renamed The Antelope in honour of the affiliation.

At the end of January the Mayor of Hereford, Coun. David Short, led a party of 17 from his city to visit the Antelope in Devonport.

WARDROOM LUNCH

They were met by the commanding officer, Cdr. Patrick Rowe, and shown round the frigate by the Hereford liaison officer, Lieut. Nigel Williams, and Lieut. Neil Fawcett. The Herefordians also had lunch in the wardroom, tea and sticky buns with the senior rates, and bought up most of the ship's Naafi stock of ties, tie-pins and cuff-links.

THE 'NEW' OWL IS BACK AT SEA



Word that the Owl is once again about to grace not only Navy News but the cold grey seas means that H.M.S. Minerva, after an absence of three years, is due to start her fifth commission. The ceremony is at Chatham on March 23.

Above left — H.M.S. Minerva tests her new boilers.

Perfection in drumming

For a marching band to become a champion band requires 2 things: a lot of practice and the best drums. The practice is up to you! But we can offer you the best drum available: the drum chosen by champion bands.

Many major competitions

have been won on Clansman drums, including Champion of Champions, British European & Cowal Gathering Championships, Scottish Championship, World Championship Drum Section, World Solo Drumming Championship, New Zealand Championship, Canadian Championship.

Canadian Drumming Solo Championship and the Britanny Championship. And in 1977 the Strathclyde Police Band won the Champion of Champions contest, and the Dysart & Dundonald Band won the World Championships, both on Clansman drums.



- 1 The Clansman 'Chieftain' is the superior drum in the range. The high tension side drum has a new patented internal batter head snare mechanism and there are 8 drums to choose from.
- 2 The Clansman 'Crusader' is the standard marching drum with military style painted wooden counter hoops. The side drum is 14 x 11 1/2" the tenor 10 x 11 1/2" and the bass drum is 28 x 9" all with laminated wood shells and re-attached edge hoops.
- 3 The 'Cadet' drum is the ideal marching drum for junior bands. There are two 14 x 10" side drums. Tenor drums 10 x 10" and 15 x 10" and the bass drum comes in 3 sizes 22" 26" and 28" all by 9" deep.
- 4 The latest addition to the Clansman range is the 'Chrome' Banded side drum. This is a really striking drum, a wood drum finished in bright chrome. It has a gut or metal snare. A marching band equipped with these eye-catching drums really is a fantastic spectacle.

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"Rimsky," the cartoon polar bear beloved of H.M. submarine Swiftsure, has been given a place of honour on the boat's Jolly Roger. He stands in a corner of the skull-and-crossbones flag, opposite a representation of Swiftsure's destruction of the Second World War frigate H.M.S. Undaunted.

Flag rank for Rimsky

The pirate flag, a traditional wartime record of submarine "kills," was revived in the Swiftsure after she had sunk the old frigate during target practice off Gibraltar.

Gracias senors!

A grateful visitor to the Royal Naval Air Station, Culdrose, was a Spanish seaman, Mr. Jose Rodriguez, who went to give personal thanks to all involved in saving his life.

On January 11, Culdrose received a request from the Spanish trawler Goitume Primero to go to the aid of a crew member suffering severe leg injuries as a result of a wire snapping on deck.

A Sea King helicopter of 706 Squadron, with the Culdrose Principal Medical Officer (Surg. Cdr. Clive Miller) on board, scrambled to the scene, 140 miles west of the airfield.

EMERGENCY

Surg. Cdr. Miller was winched on deck, examined the man, and recommended emergency hospital treatment.

That was how Mr. Rodriguez came to be in Trelliske Hospital, Truro, and as soon as he was fit to leave again, he made his call on Culdrose where he talked to the doctor, aircrew, and staff of the sick bay.

PHOTOGRAPHS

He was presented with two photographs — one of himself being winched into the helicopter, and the other of the back-up team who get the search and rescue helicopters into the air. He was also given a copy of the February Navy News in which his story and picture appeared.

Jose meets rescuers

Spanish seaman Mr. Jose Rodriguez, meets the aircrew of 706 Squadron, R.N.A.S. Culdrose, who saved his life in a helicopter rescue after an accident on board a trawler at sea. Left to right are Lieut. Paul Littleton, Chief Aircrewman David Fowles, Lieut. Fred Robertson, and Lieut. Geoff Taylor.

LYNX HELICOPTER

Not to be outdone, the air capability has been improved by the addition of a Lynx helicopter.

Besides the weaponry changes, the ship has been refurbished throughout, and will be returning to the Fleet as modern as a new ship leaving the builder's yard.

SPORTING SCENE

On the sporting scene, the PTI, LPT Arnold, has ensured that the Minerva has been well represented by teams in various events. Biggest success was the winning of the R.N. Chatham Soccer League in December. Eight teams took part from ships and establishments in the area. The victors would welcome challenges from any other ships.

The ship has an affiliation with Grindlays Bank of London, and the football team defeated them as well — which may not be the most diplomatic way to treat your friendly bank manager!

SHIP PICTURE

Doubtless the hurt was soothed by the presentation of a picture of the ship to the Grindlay captain, Roy Gibbs. Notable players for the Minerva were AB Hill and LSA Herbert.

The rest of the year holds the promise of Portland and work-up, but even so, after the long months in refit, the change is keenly awaited.



Operation Midnight

H.M.S. SOUTHAMPTON'S SECRET LAUNCHING

There were no cheering crowds for H.M.S. Southampton when the Royal Navy's latest guided missile destroyer glided down her covered slipway in Vosper Thornycroft's Woolston shipyard at Southampton.

Following industrial action by the yard's Boilermakers Union members, the ship was launched in secret just before midnight on January 29.

If the tide had been missed then, it might have been months before the already postponed launching could have taken place.

Earlier that day the Type 42 was named at a V.I.P. ceremony in the shipyard's giant covered building complex.

NAMED IN CHAMPAGNE

But because of industrial action, the Southampton remained firmly on her slipway after Lady Cameron, wife of Marshal of the Royal Air Force Sir Neil Cameron, Chief of the Defence Staff, had named the ship and christened her in champagne.

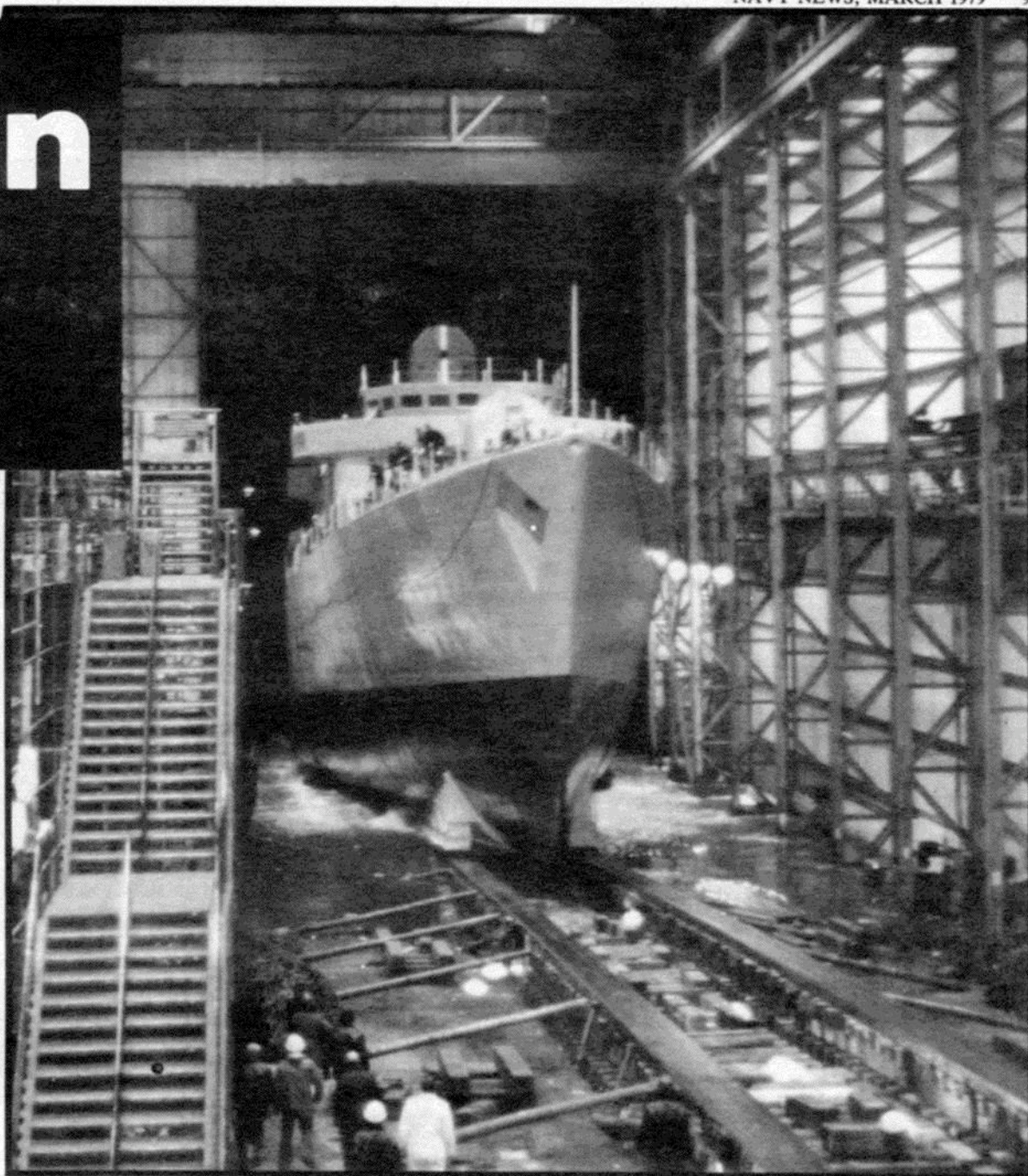
At a Guildhall luncheon after the naming ceremony, Vice-Admiral John Fieldhouse, Controller of the Navy, told

Into the dark...

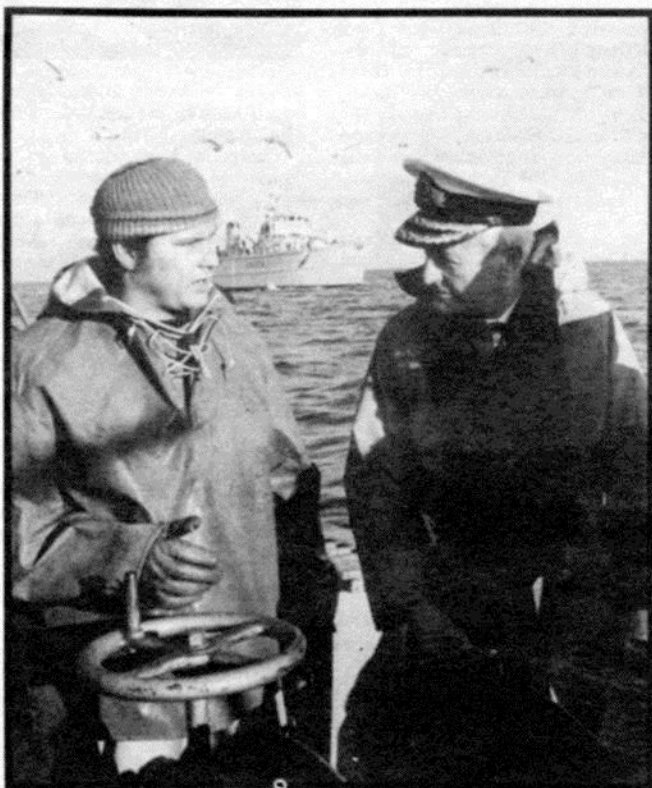
H.M.S. Southampton slips backwards into the dark at her secret, midnight launching from the giant covered building complex in Vosper Thornycroft's shipyard at Woolston, Southampton.

guests that despite delays in launching the ship, progress had been maintained and H.M.S. Southampton was still on time.

She will be the Navy's eighth Type 42 guided missile destroyer, and will be armed with the Sea Dart missile system, an automatic gun and anti-submarine torpedoes. She will also carry a Lynx helicopter.



Admiral calls on the Sarah



Vice-Admiral Cameron Rusby, Flag Officer Scotland and Northern Ireland, listens intently to a "fisherman's tale" from trawler deckhand John Bell.

With Air Vice Marshal Jock Kennedy, Air Officer Scotland and Northern Ireland, Vice-Admiral Rusby, who is responsible for the Royal Navy's Fishery Protection Squadron, was on board a trawler in the sprat fishing area off the Tyne.

Both officers travelled from their headquarters in Scotland by R.A.F. Sea King helicopter to H.M.S. Stubbington, also in the picture, which was patrolling the area. An R.A.F. Nimrod was also "on task" in the area and working in co-operation with the fishery patrol vessel.

Vice-Admiral Rusby and Air Vice Marshal Kennedy boarded the 55ft. Whitley Bay trawler Sarah by Gemini dinghy and saw how fishing gear and nets were routinely checked by the Royal Navy on behalf of the Ministry of Agriculture and Fisheries.

SO DRIVE WITH CARE

The imminent move of the predominantly Army Headquarters British Forces Hong Kong from Victoria Barracks to the Royal Navy's shore base at H.M.S. Tamar has caused not a few terminological misunderstandings between the two services.

But even the Navy was floored when the following message was received:

"On Friday your duty driver will be mounted by a Gurkha."

Reclaim at work in Med.

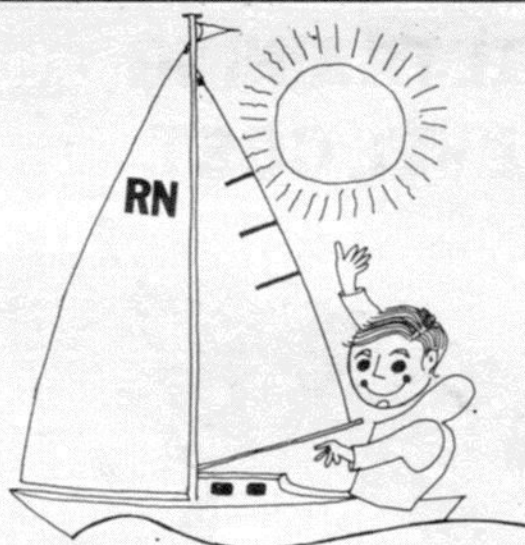
Four specialist divers from the Royal Navy's Saturation Diving Unit, based at H.M.S. Vernon, are on board H.M.S. Reclaim operating in the Western Mediterranean. Working with them will be members of the ship's own team.

This is the diving trials ship's first trip outside British and Channel waters for more than ten years, and follows a refit in which her deep diving system was refurbished.

OPORTO CALL

The Reclaim's programme for the trip included a call at Oporto on the way south, and a visit to Tangier while in the Gibraltar area.

In Tangier, the ship will be visited by the R.N. Medical Director General, Surg. Vice-Admiral Sir John Rawlins, who is internationally recognized as a medical diving specialist.



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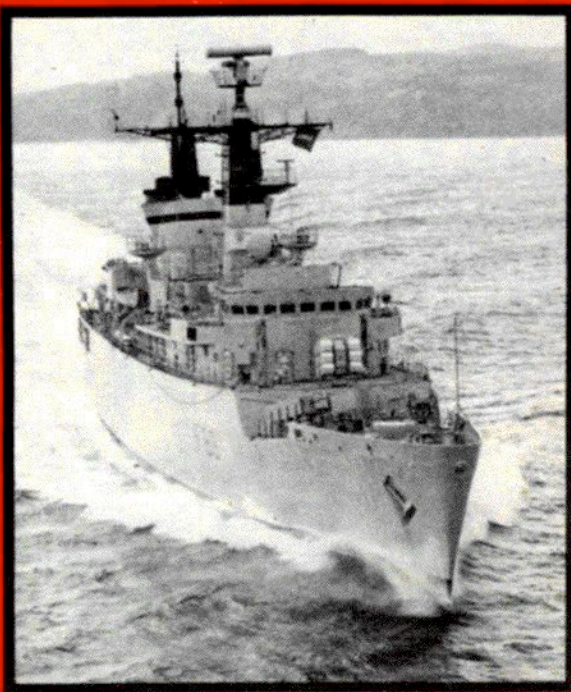
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ALL-MISSILE FRIGATE 'JOINS' THE NAVY

A landmark in the re-equipment of the Royal Navy with modern warship designs was represented by the ceremony at Devonport in late February accepting into service H.M.S. Broadsword, first of the Navy's Type 22 frigates.

The new class heralds two 'firsts' — the first to be built around an all-missile main armament system, and the first all-metric warship.

Built by Yarrow's, of Scotstoun, the Broadsword — pictured left during sea trials — arrived at Plymouth ready for the

switch from Red to White Ensign. Acceptance followed rigorous testing of seaworthiness and all systems and equipment.

The Broadsword, and sister ships of the class named after her, will eventually replace the Leander class frigates. Three more Type 22s are under construction by Yarrow's and the Navy Department has firm plans for a further six of the class.

LYNX HELICOPTER

Each ship will have a weapons fit comprising the Seawolf anti-missile and anti-aircraft point defence missile system;

four Exocet surface-to-surface missile launchers; two 40mm Bofors guns for close range action; two sets of triple torpedo tubes; and a Lynx multi-purpose helicopter. The ships will have extensive radar, sonar, navigation and communications systems.

The Broadsword, commanded by Capt. Tony Norman, has a complement of 16 officers, 59 senior ratings and 147 junior ratings. She has a standard displacement of 3,556 tonnes and is powered by Rolls Royce gas turbine engines. The frigate is 131 metres long and has a beam of 11.82 metres.

OBITUARIES

K. R. Crawley, POWTR, UKMNR SHAPE, January 30.
R. W. Bird, MEM1, H.M.S. Intrepid, February 1.
J. B. Messingham, WREN WA, R.N.A.S. Yeovilton, February 2.
G. Day, Cdr. DGS/CNNTSP, February 4.
G. I. Veitch, CEMN1, H.M.S. Cochran, February 6.
J. A. Beadon, Capt. Formerly Superintendent R.N.A.Y. Fleetlands, February 9.
L. Fenwick, LS(M), H.M.S. Sheffield, February 11.

S. Holman, Ex-POCK, At Newick, Lewes.
A. G. Skett, Lieut.-Cdr., R.N.R., Served in H.M.S. Howe.
A. E. (Dicky) Daws, Ex-CPO(AE). Last served in H.M.S. Flagard.
F. Bulley, Ex-Master gunner. Served in H.M.S. Barham.

Boarding fishing vessels is the "bread-and-butter" of the Fishery Protection Squadron. Some members reckon to have boarded more than others — But H.M.S. Wotton is claiming a more unusual record.

Her proud boast is the "closest-to-home" boarding of a fishing boat.

It happened underneath the Forth Road Bridge — just over a mile from Fishery Protection Squadron headquarters at Rosyth — while the Wotton was monitoring the sprat fishery.

NAVY NEWS IN BRIEF

H.M.S. Bickington, on fishery protection patrol, escorted the Netherlands trawler Jan Marie into Falmouth, an officer and a rating were in the trawler as a boarding party.

It is understood that an allegation has been made about the size of the trawler's nets.

H.M.S. Hubberston will be relieved as the Royal Navy parti-

cipant in the Standing Naval Force Channel in May by H.M.S. Wilton.

Under the command of Cdr. H. A. N. Willis, the Wilton, the Royal Navy's first glass reinforced warship, will become the flagship of the squadron.

Maidstone Unit of the Sea Cadet Corps has donated £125 — half the proceeds of a Christmas draw — to King George's Fund for Sailors in acknowledgement of the support of the Royal Navy, and the Tribal class frigates in particular, over the past year.

H.M.S. Juno stood by a Rumanian merchant ship with engine trouble off the Isle of Wight on February 8 until a tug took the drifting vessel in tow to Southampton.

Thirty-eight children from the Nea Makri Orphanage near Athens went on board H.M.S. Hecla while the survey ship was in Piraeus. Members of the ship's company were warmly welcomed by the British community in Athens.

Solent Division of the Royal Naval Reserve now has its own ship again — H.M.S. Alfriston — after having to share vessels with the Sussex and London divisions for a year. The Alfriston, of 1954 vintage, was formally rededicated at Southampton. In her time the ship has also been known as H.M.S. Warsash and H.M.S. Kilmorey.

PO Clive Toner, top student of the Petty Officer minewarfare course at H.M.S. Vernon, was the first to be awarded the Milford Haven trophy presented by the staff of the mining depot at Milford Haven to the top student of each of the three PO minewarfare courses held yearly at H.M.S. Vernon.

Thirty-nine mechanics who finished their two-year course at H.M.S. Sultan attended ceremonial divisions where prizes were presented by the Chief Staff Officer (Engineering) to the Commander-in-Chief Fleet (Rear-Admiral Derek O'Mara). Each of the mechanics will receive a Diploma of Marine and Mechanical Engineering from the Technician Education Council.

A bust of Admiral Sir Leopold McClintock, the great Arctic explorer, has been presented to

Navy and Air Days: the dates

Two International Air Days, including displays by foreign aircraft, will take place this year at R.N. air station Yeovilton on August 3 and 4.

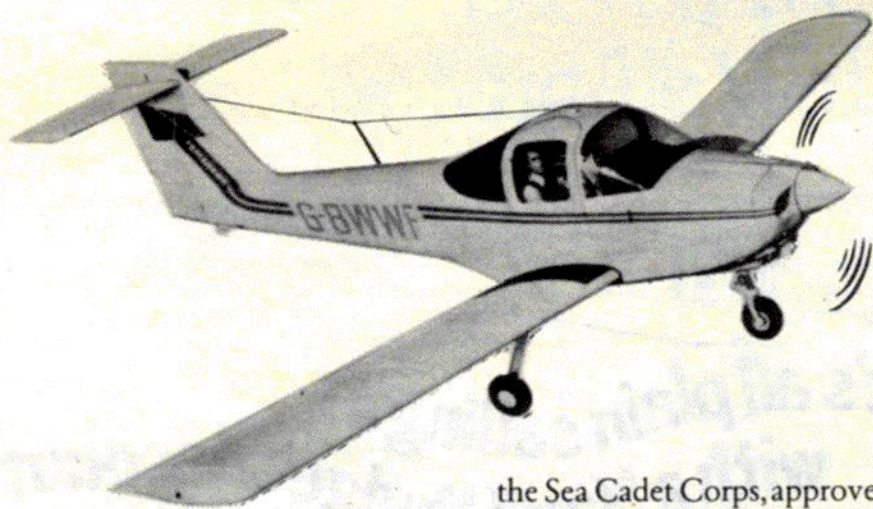
Here is the full list of Naval Air Days and Navy Days for 1979:

May 19, 20 — Rosyth Navy Days.
May 26, 28 — Chatham Navy Days.
June 9 — R.N.A.Y. Fleetlands Open Day.
June 27 — H.M.S. Gannet Air Day.
July 21 — H.M.S. Daedalus Open Day.
July 21, 22 — R.N. air station Portland Open Days.
July 25 — R.N. air station Culdrose Open Day.
August 3, 4 — R.N. air station Yeovilton International Air Days.
August 25, 26, 27 — Portsmouth Navy Days.
Plymouth Navy Days.

St Ann's Church in Portsmouth Naval Base by his grand-daughter, Mrs. Annette Firth.

There is a memorial in the church to Admiral McClintock, who joined the Navy in 1831 at the age of 12 and played a prominent part in four Arctic expeditions between 1848 and 1859.

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The course lasts about 4 weeks and includes a total of 30 hours flying. Only nominal charges are made for accommodation.

Royal Navy Flying Scholarships are open to young men in the C.C.F. (R.N. and Army Sections only),

the Sea Cadet Corps, approved Sea Venture Scout Units, or pupils of certain nautical colleges and nautical schools.

The Royal Navy Special Flying Award is for young men, between 16 and 23, at any school or university.

Of course, you're under no obligation to join the Royal Navy, but if you would like more information write to this address.

Royal Naval Flying Scholarship Officer, The Department of Naval Recruiting, Old Admiralty Building, Spring Gardens, Whitehall, London SW1A 2BE.

NEW FACE OF TAMAR

Hong
Kong
H.Q.

H.M.S. Tamar at Hong Kong is now dominated by this striking new building, which is to be the headquarters of the British forces in the colony. It was due to be officially opened by Prince Charles on March 4.

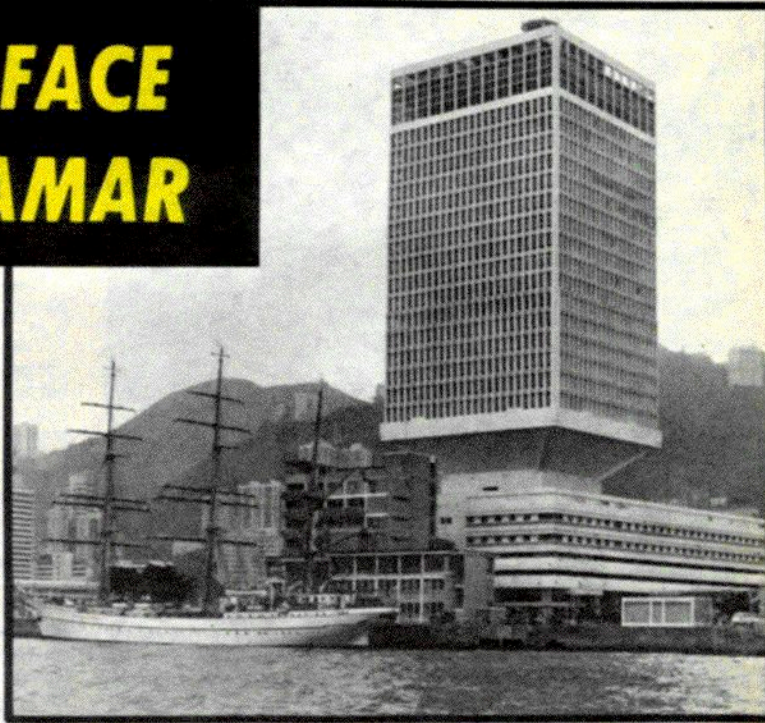
The 32-storey building has been completed in two years, and replaces accommodation in Victoria Barracks, which are being handed back to the Hong Kong Government.

As well as offices, the new headquarters includes living accommodation and messes for

offices and other ranks, and has a church, gymnasium, tennis and squash courts, and a rifle range.

In the foreground of the photograph is the Portuguese sail training ship Sagres.

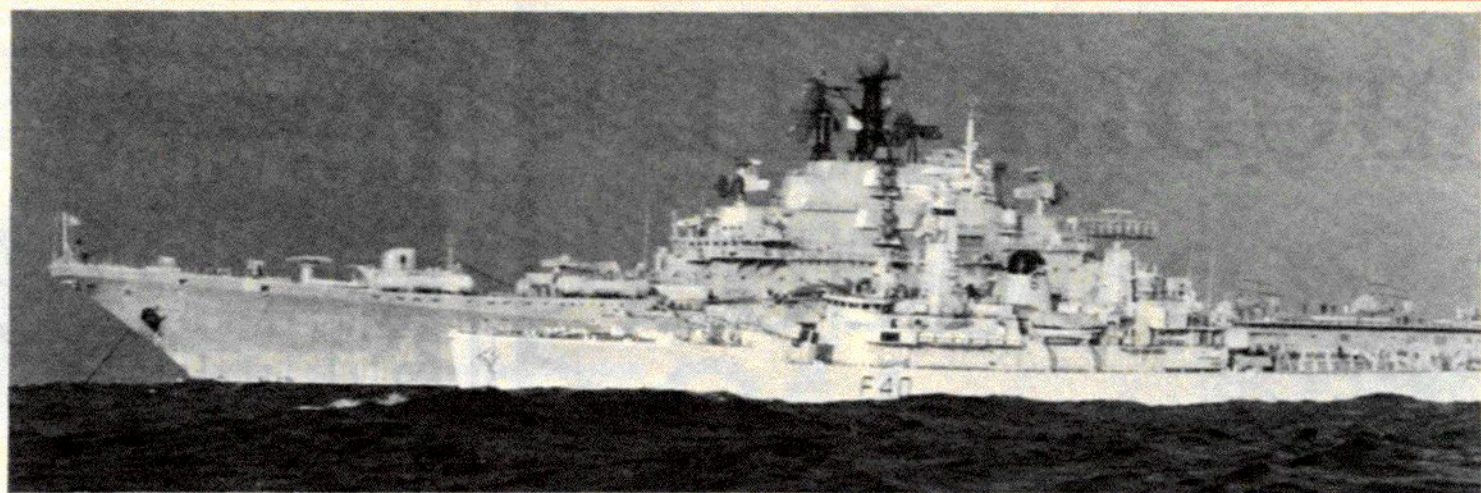
Picture: Sergt. Jerry Chance, R.A.F.



ROYAL NAVY FLYING SCHOLARSHIPS

In Kiev's shadow . . .

H.M.S. Sirius (foreground) is dwarfed by the Russian warship Kiev, seen at anchor in the Mediterranean. The Sirius has returned to Devonport after a three-month deployment in company with H.M.S. Ardent and R.F.A. Grey Rover. The frigates took part in an exercise in the Arabian Sea with ships from Pakistan, Iran, Turkey and the U.S.A. They also exercised with ships from other nations, and visited several ports east of Suez.



Bale out and join the club

Caterpillars and goldfish may sound like one of the succulent dishes concocted by the staff of the Royal Naval Survival Equipment School, and destined to be washed down with lukewarm nettle tea somewhere deep in the New Forest by the next intrepid aircrew survival course.

"Not so," writes Lieut.-Cdr. A. H. R. Clifford. "It is in fact just some of the clubs open to membership by that exclusive band of aviators who, for some unfortunate reason, have had to abandon their aircraft prematurely by ejecting, baling out, or ditching."

Lieut.-Cdr. Clifford explains that to mark such an occasion, many manufacturers of survival equipment, having their products used in this situation, are prepared to make a presentation of an award or memento to the individual concerned.

The current list of known manufacturers participating in this scheme is as follows:

Tie-pin, membership of Caterpillar Club

Irving Air Chute of G.B. Ltd. An Irving-manufactured parachute must have been used for an emergency descent. Apply by letter to Mrs. Peters, Caterpillar Club Secretary, c/o Irving G.B., Ltd., Letchworth (Herts) requesting application form.

Membership of Goldfish Club and Goldfish Badge

The Goldfish Club is a subsidiary of the Pathfinders' Club.

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BROMSGROVE SCHOOL,
Worcestershire B61 7DU.
Tel: 0527 32774.

Must have made emergency ditching into sea by civil or military aircraft. Apply by letter to The Goldfish Club, 189, Burntend Hill, London, SE12 0ZQF.

Martin Baker tie, membership of Martin Baker Tie Club

Martin Baker A/C Co. Ltd., Higher Denham, Uxbridge (Middlesex). Assisted escape equipment must have been used in an emergency ejection. Apply by letter to Martin Baker Ltd., stating full details.

Gold Parachute Wings lapel badge and certificated scroll

G.Q. Parachute Co. Ltd., Stadium Works, Portugal Road, Woking (Surrey). G.Q. manufactured parachute must have been used for emergency descent. Apply by letter to G.Q. Parachutes, stating full details, canopy serial number, etc. Must be authenticated by squadron commanding officer.

Tie, membership of SARBE Survival Club

Burndept Electronics (E.R.) Ltd., St Fidelis Road, Erith (Kent). S.A.R.B.E. must have been instrumental in survival, search / rescue. Apply by letter to Sqdn.-Ldr. J. Cook, R.A.F. (retd.), Burndept Electronics. Must be authenticated by squadron commanding officer.

St Bernard tie and china St Bernard dog to wife or girl friend

St Bernard Plastics Ltd., Lynchford Lane, Farnborough (Hants). G.R.P. personal survival pack container (being introduced for helicopters and the Sea Harrier) must have been used in an emergency ditching / sea survival situation. Apply by letter to Mr. H. V. Sudlow, St Bernard Plastics Ltd.

Survival Equipment Branch tie

Must have successfully completed and passed the survival officer's or rating's course — and this one will cost you. Apply by letter to The Staff Officer, Royal Naval Survival Equipment School, Seaford Park, Hill Head, Fareham (Hants), together with a cheque for £2 plus 9p posting and packing, made payable to Wardroom Mess, Seaford Park.



A drowsy deer is lifted into an 846 Squadron Wessex helicopter for the flight to the herd's new home on Ramsey Island.

"Bulwark" and his deer wives have moved house — with a little aerial assistance from the Royal Navy.

A Wessex Mk 5 helicopter from 846 Squadron airlifted Bulwark — the only stag — and 27 other red deer from St Davids in South-West Wales to Ramsey Island, a mile or so off the coast.

There have been no deer on the island, now part of Pembrokeshire National Park, for about 200 years.

The deer were tranquilized and transported in five "lifts," piloted by squadron commanding officer Lieut.-Cdr. Richard Seymour.

Bulwark was given his name by H.M.S.

'Bye deer, have a nice trip!

Bulwark and her Wessex squadron, which have adopted the herd.

Our photograph, incidentally, was taken by a man hand-picked for the assignment — LA(Phot) Clive Deer.

Ardent to the rescue

A Mayday call from a Greek freighter diverted H.M.S. Ardent off the Ethiopian coast as she headed for Port Sudan in the Red Sea.

A wheat-laden merchant vessel had gone aground on a coral reef surrounding the small island of Enteisila and a crew member needed medical attention.

The frigate's commanding officer, Cdr. A. G. M. A. Provest, sent a boarding party to investigate and MT Mike Bowen administered first aid. A tug was summoned to aid the vessel.

Narwhal bows out

The Porpoise-class submarine H.M.S. Narwhal has been towed from Portsmouth to Devonport for disposal.

Finwhale four praised

Four members of the crew of H.M. submarine Finwhale have received the Commander-in-Chief Fleet's commendation for their part in a sea rescue off Gibraltar last year after two merchant ships had collided in fog.

The four, who were presented with their commendations in H.M.S. Dolphin by the Flag Officer Submarines, Rear-Admiral Robert Squires, were the commanding officer of the Finwhale, Lieut.-Cdr. Michael Dunne; engineer officer Lieut. Anthony Trimboy; the chief stoker, CMEM Roger Forbes; and the radio operator, LS John Goldsmith.

COLLISION

When the American grain carrier Yellowstone collided in thick fog with the Algerian cargo ship Ibn Batouta last June, H.M.S. Finwhale was only a few miles away. LS Goldsmith spotted the accident on radar, and the commanding officer ordered a change of course to investigate.

While Lieut.-Cdr. Dunne directed other rescue units to the scene, Lieut. Trimboy and CMEM Forbes led an engineering team on board the flooded Yellowstone in search of survivors.

Five men died in the collision and the Yellowstone sank 24 hours later.

Dryad officer commended

Lieut.-Cdr. J. V. Kidd has been awarded the Commander-in-Chief Naval Home Command's Commendation for his work in developing new courses and training methods for the missile branch. Serving in H.M.S. Dryad, he completed the development work in the face of severe staff shortages, poor health and very stringent time scales.



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Personal touch on baggage moves

An improved system for the movement of Services unaccompanied baggage should be in full operation by the latter part of this year, on transfer of the work to the Government Freight Agent (GFA).

Benefits claimed for the new arrangements are as follows:

1. A more personalized service, designed to establish contact between owner and agent from the outset of the movement requirement. Service families will be aware of arrangements made for the movement of their belongings, and will have ready access to the agent if problems or queries arise.
2. The new system will have greater flexibility, particularly in enabling individuals to arrange for collection and delivery of their consignments to accord with personal and

'Fed up with storing MOD bric-a-brac'

From the Dargets Wood estate at Chatham, a naval wife makes a plea about unfurnished accommodation, following the report in a recent issue about married quarters furniture and furnishings.

"The report about MOD in future providing vacuum cleaners etc. in married quarters really made me angry," she writes.

"I, and possibly many more naval families, are fed up with having to store, and pay for the privilege of storing, unwanted MOD bric-a-brac, for example numerous kitchen utensils, crockery, glassware, furniture and furnishings.

"Why, when there are long waiting times in areas

such as Portsmouth and Plymouth for unfurnished accommodation, is the emphasis still on naval families having to take unwanted furnished accommodation and being cluttered up with excess furniture and furnishings?

COME ON!

"Come on, officialdom, why can't we have more unfurnished accommodation? Surely in these times of tight budgets it would be more economical."

The correspondent may know that what is called wharfing has been on the agenda for some time now, and the plan is for it to be introduced on a limited scale in the not-too-distant future (and when storage space for furniture is available). But involved in this may be a cut in the standard MQ inventory — and there are, of course, those who feel they need the full inventory.

Squadron tapestry project

There are plans to make a tapestry depicting the activities of 849 Naval Air Squadron since 1952. It would be designed by a naval artist and hung in the new extension to the Fleet Air Arm Museum at Yeovilton in 1980.

Gannets of B Flight of the squadron, which is now disbanded, operated from H.M.S. Ark Royal until the great carrier bowed out.

Now wives or relatives of anyone who served with the squadron and would like to help make the tapestry, or to donate towards the cost of materials, are asked to contact Mrs. T. G. Maltby, c/o Cdr. J. Warren, Fleet Air Arm Museum, R.N. air station, Yeovilton, Somerset.

Called to the bar!

After two weeks' shutdown during the tanker drivers' dispute, the John Logie Baird Primary School on the Churchill married quarters estate in Helensburgh faced further closure when it was discovered that the school's heating system had silted up.

But the Navy stepped in and Commodore C. N. MacEacharn, Commodore Clyde, was able to allow the school to hold its classes in the nearby Drumfark Club.

The children were delighted with their new

surroundings and wrote some charming "thank you" letters to the Commodore on their return to normal schooling.

Said Rhona Brewster, "The chairs were very comfy... It must be rare to do work in a cocktail bar."

Gordon Mackie also liked the soft chairs, and Patricia Greenwood thought it all "very posh."

● In our picture the Commodore enjoys a snack break with some of the children in the Drumfark Club.



FAMILY PAGES

DRYAD'S GIANT UCKERS

Thanks to members of H.M.S. Dryad's physical training staff, handicapped people living in the Havant area of Hampshire are going to find playing Ludo much easier in the future.

The PT staff made a giant Ludo board — known to everyone in the R.N. as Uckers — and it was presented to Havant and District Sports Association for the Disabled when the association hosted a games evening against H.M.S. Dryad.

The board was presented by PO George Rutherford, a member of the PT staff, who was accompanied by LWren Judy Cotterill and a team of young sailors and Wrens from the establishment.

Electric discount

The Department of Energy has again arranged that families drawing Family Income Supplement may claim a discount on one winter quarter's electricity bill.

This scheme also applies to Servicemen receiving FIS who draw their electricity from Service sources. Details are available in leaflet form at Post Offices.

Families receiving FIS who draw electricity from Service sources and pay at the same rate as those drawing supplies direct from Electricity Boards may apply for a rebate through Pay offices.

Navy News

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MBE, RN (ret.).



"That crate of old books you packed yourself claims to be your mother-in-law, Sir!"

Between the United Kingdom and Cyprus, Gibraltar and Hong Kong, consignments will continue to be moved in containers shipped in commercial vessels.

Under normal circumstances, transit times between addresses in the U.K. and these destinations are: Gibraltar, three weeks; Cyprus, four to five weeks; Hong Kong, six weeks.

As an alternative to the Ministry of Defence arrangements for movement between the United Kingdom and world-wide destinations, all Royal Navy and Royal Air Force personnel, as part of their existing conditions of service, may continue to move their unaccompanied baggage under private arrangements, and claim a refund of the cost (within specified limits).

A Defence Council Instruction is being issued, giving full details of the GFA scheme. It does not apply to the movement of unaccompanied baggage associated with individuals and their families moving entirely within the United Kingdom.

family circumstances.

3. There will be a reduction in the physical handling of baggage, and thus fewer breakages should occur.

4. Transit time in the U.K. should be reduced from about two weeks to two or three days.

The GFA begins take-over from February 1979, the transfer being phased over a period of eight months, to enable GFA to absorb the task progressively.

In the initial stages of the transfer, GFA will be taking over that part of the existing system operated by the Royal Naval Store Depot, Deptford.

TRANSIT TIMES

The new procedures will not include individuals and families moving to and from the United States and Canada, except the movement within the United Kingdom. Otherwise the movement is undertaken by the Royal Air Force.

SAVE ON WARRANTS — OR WOULD IT?

Concerning warrants to travel on leave, a topic close to many hearts, a suggestion has been put forward with economy in mind.

"If the Navy and the other Services were to issue travel warrants appropriate to the period of leave, namely week-end, monthly, and three-monthly, I believe that significant economies could be made," says a letter from WTR M. J. Twomey, of H.M.S. Antrim.

INVARIABLE

"Warrants are invariably valid for three months, irrespective of the period of leave," he adds.

The official reply to this is that MOD and British Rail have an agreement whereby the majority of Service passenger travel is by train, the MOD receiving a discount of 17½ per cent.

CONDITION

A condition of the agreement (to save BR administrative costs) is that MOD will not take advantage of cheap or concession fares, but will stick to the "blanket system" of charges.

Another point worth bearing in mind is that week-end tickets sometimes have restrictions on use, and that these would not be welcomed by many Service personnel.

SSAFA air display

The annual SSAFA air display will take place at R.A.F. Church Fenton, Yorkshire, on Sunday, June 3, supported as always by all three Services.



Adventure in oils

A photograph in Navy News showing the helmsman of the naval yacht Adventure amid the turbulence of the Southern Ocean inspired Mrs. Shirley

Drew to do a painting in oils. Mrs. Drew, who lives at Hove (Sussex), has a son serving in H.M.S. Hermes.

Wren Georgina Hamilton and AB John Mew with one of the younger members of Havant and District Sports Association for the Disabled, after the presentation of the Uckers board from H.M.S. Dryad PT staff.

And a bouquet for the lads . . .

Sailors from H.M.S. Fearless made such an impression upon Mr. and Mrs. J. A. Eastwood, of Southampton, that they wrote to Navy News to tell all about it.

"On the occasion of our son's marriage," says their letter, "a large force of sailors descended upon us — some just for the day and others for the week-end.

CREDIT TO NAVY

"My wife and I feel that the way these GENTLEMEN (the capitals are theirs) conducted themselves at the ceremony and in our home is a credit to them and to the Royal Navy.

"It is grand to meet with such good manners and courtesy among a group of young people. We have heard nothing but praise for them from the rest of the wedding guests.

"To cap all this, today my wife received a large bouquet from these wonderful lads."

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In cases of need, the Scholarships will also be extended to ex-servicemen and civilians attached to the armed forces.

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Prospectus: The Secretary, St John's College, Coolhurst, Horsham, Sussex. Telephone Horsham 2424



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If you would like a chat with one of our police careers advisers, why not give us a ring on 01-725 4237.



THE METROPOLITAN POLICE

GET WISE ON DCIs

'Return of service' rules are relaxed

Where much time and money is spent on training, the Royal Navy requires a "return to service," but the rules have now been relaxed in certain cases, "taking into consideration the value of the training given, and the fairness to the individuals concerned."

While the principles "continue to apply generally," only certain courses of over six months' duration will now require a three-year return of service. These are as follows—

Mechanic qualifying courses; courses of over 26 weeks to qualify for transfer to a sideways entry branch (e.g. LPT, INA (photographic), communications technician; leading Wren dental hygienist; high duty pipe welder course (including standard arc welding course); registered nurse tutor courses; medical technician qualifying course; certificate of qualification in social work.

R.M. courses. — Armourer third class; artificer (vehicle); bandmaster; illustrator third class; mountain leader second class; mountain leader first class; helicopter pilot; printer third class; swimmer canoeist third class (including necessary additional training); yeoman of signals; telecommunications technician second class; telecommunications technician first class; vehicle mechanic third class.

All other higher training courses (except all pre-joining training, initial submarine training, R.M. commando courses, and other courses of less than eight weeks' duration) will require 18 months' return of service. The return of service may include the 18 months' notice period for those entitled to give it.

Nurses and Wrens retain the right to apply for discharge on marriage, notwithstanding any return of service obligation that may have been incurred through higher training.

DCI (RN) 76

☆ General billets

From time to time the following general billets are required to be filled:—

a. Mess managers (all areas). b. Naafi representatives. c. RNSETT. d. SAFAB, with billets in H.M.S. Nelson, Pembroke, Drake, Neptune and Cochrane. e. Sailing centres (must hold offshore skipper's ticket). f. Schools liaison duties (artificers only) in all areas.

Lists of suitably qualified senior rates are held in H.M.S. Centurion. Ratings wishing to have their names included on these lists should forward Form C240 to H.M.S. Centurion, showing which billet and area they would prefer.

DCI (RN) 50

HAMMER HAZARDS

"Chisels, cold, hand" are harmless enough until struck by "hammers, hand, sledge." Then there are hazards.

Chisels and hammers should be regularly examined before issue, so that any showing signs of cracks, chips, or flakes may be withdrawn immediately.

Official advice under the Health and Safety at Work Act recommends that users of these tools should wear protective goggles, and non-essential personnel should be cleared from the immediate area.

DCI (RN) J 58

☆ Crete essay

The 1979 subject for the Naval History Prize is "The Battle for Crete in 1941 — A Failure of Sea Power?" The competition has both a limited section and an open section.

DCI (RN) 23

Lieut. R. L'Oste-Brown has been awarded the Admiral Sir Max Horton Prize for 1978.

DCI (RN) 796

The Bertrand Stewart Prize Essay for 1978 was entered by Lieut.-Cdr. A. W. J. West, who gained a £100 award. Second was Group Capt. K.M. Oliver, R.A.F., and third, Capt. A.P. Martin, R.M.

DCI (RN) J 824

☆ Awards

In recognition of distinguished service in Northern Ireland, the following awards are announced:—

OBE: Lieut.-Cpl. Thomas Secombe, R.M.

BEM: Cpl Alan Harbar, R.M. Mention in Despatches: Capt. Ian Ivor Francis Binnie, R.N., Cpl. Peter John Bloom, R.M., and Cpl. Alan George Haskell, R.M.

DCI (RN) 20

☆ Naafi news

Approval has now been given for the abolition of the half-yearly informal meeting of the Headquarters Naval Canteen Committee of Naafi, and its replacement by new-style Headquarters Fleet/Corps Representative Meetings.

The object of these meetings is to maintain a liaison between HQ Naval Canteen Service and the Fleet, in the interval between annual meetings and the HQ Naval Canteen Service.

DCI (RN) 22



"His mess-mates sent him!"

PORTON PAY BOOST

Additional pay of between £25 and £45 can be earned by volunteers (including Wrens) for a fortnight of duties at the Chemical Defence Establishment at Porton — situated about six miles north-east of Salisbury.

At Porton, the means of protection against chemical warfare are developed for the

three Services, the Service volunteer playing an essential part in the development of all chemical defence projects.

Tests include the assessment of new protective clothing and respirators, and medical research into measures to prevent and treat chemical warfare casualties.

DCI (RN) J 32

IT LOOKS LIKE A TOUCH OF P2X ...

A new medical category has been introduced into the Service, but great emphasis is being placed on the assurance that it is "not a reduced medical category in the normally accepted sense which could possibly lead to invaliding."

It is explained in the official announcement that from time to time routine medical examinations reveal evidence of past exposure to suspected or known environmental hazards to health.

Despite the "evidence," the great majority of personnel concerned are nevertheless fully fit for general service, but, as a precautionary measure, they are advised not again to expose themselves unprotected to the particular hazard.

The greatest care is taken to ensure that they are appointed or drafted accordingly.

To regularise the position, the new medical category has been introduced and is known as P2X. Documents will be endorsed in red with details of the exposure not advised.

When such notations are made, the officer or rating involved, and his commanding officer, will be informed accordingly.

The official statement adds: "The new category has been introduced solely as an administrative measure to facilitate the maintenance of normal health of persons at work and to prevent the development of occupational disorders."

DCI (RN) 42

☆ Not valid

Because educational qualifications for the Special Duties List have been revised periodically over the past few years, many QESD certificates issued in past years are no longer valid.

SD candidates of some years' standing are advised to check that they remain qualified in accordance with current regulations.

A QESD certificate is now issued only after CW1 papers for promotion to the Special Duties List have been started. Application for a QESD certificate must state that CW1 papers have been started.

The certificate remains valid only while a rating remains a candidate. A candidate whose papers are stopped and later restarted must obtain a new QESD certificate.

From the date of this DCI, all QESD certificates held by non-SD candidates are declared invalid and are to be destroyed. The notation QESD is to be deleted from their Service certificates.

DCI (RN) 65

☆ Malta mail

"BFPO 51 — Malta" will close on March 31, 1979. All mail for personnel remaining in Malta after March 31, 1979, must bear a civilian form of address.

DCI (RN) J 87



"No goggles Chief? Good job you weren't looking this way!"



"And you can't wear that for Divisions!"

☆ Coats loan

Greatcoats are to be discontinued from WRNS officers' uniform outfits, and when ordered to be worn for ceremonial occasions, will be available on loan.

In place of the greatcoats the WRNS will have gaberdine top-coats with shoulder straps and detachable warm liners. The top-coat is the present raincoat.

DCI (RN) 27

ADVANCE OF PAY

Some tightening up is announced in the arrangements to ensure that ratings who get an advance of pay to buy a house fulfil their obligation to repay the money before they leave the Service before completing 22 years. The outstanding balance has to be repaid before discharge.

A rating who transfers to a different form of engagement may then be able to leave the Service after nine years or 12 years, without giving notice.

To ensure that such ratings do not avoid the requirement to refund the Long Service Advance of Pay (LSAP), commanding officers should not approve reversion to LSR (N) or CS1 (N) unless the rating has made acceptable proposals to repay any LSAP outstanding by the nine-year point (LSR(N)), or the 12-year point (CS1(N)).

Commanding officers will confirm through H.M.S. Centurion whether repayment proposals are satisfactory.

DCI (RN) 46

Family supplement right

Married couples in the Services have the same entitlement to Family Income Supplement as civilians.

For instance, if a couple with four children have a total gross income of less than £58 a week, they would be eligible to claim. Where there was one child, the income would have to be less than £46 a week.

Total income includes a wife's earnings, but does not include child benefit, excess rent allowance, or rent and rates rebate. A Family Income Supplement is non-taxable. There are special regulations in regard to families abroad.

DCI (RN) J 34

☆ Warning

Under civilian legislation, a homosexual act between consenting adults over 21 in private is not an offence, but a reminder is given that in the Services, there is still a strict regard for the maintenance of absolute trust and confidence at all levels, and between all levels.

Involvement in unnatural practices will normally result in discharge from the Service either by disciplinary or administrative procedure.

"In particular," says the official warning, "officers and senior ratings must be especially alert for any case in which attempts may be made to involve young members of the R.N., R.M., Q.A.R.N.N.S., or WRNS."

DCI (RN) 44

★ New kit

Sailor's "rough serge" jackets and trousers are being replaced by an improved pattern in diagonal serge, and in extended metric range sizes.

Compulsory kit scales for Class I and III ratings will include two diagonal serge jackets and two pairs of trousers. The No. 1 suit will continue to be made-to-measure and the No. 2 suit ready-made.

There will be no free issues of new-pattern garments to serving ratings. They will have to provide them themselves in the normal course of uniform upkeep by December 31, 1980.

DCI (RN) 77

☆ Salvage

A salvage award has been made to H.M.S. Bickington for services rendered to the yacht Samios on July 31, 1977.

DCI (RN) 25

Salvage awards have been made to H.M.S. Ashanti, H.M.S. Bulwark, and R.M.A.S. Robust, for services to the mv July Star between March 13 and 20, 1975.

The award to the Ashanti has been shared in accordance with the scale of distribution. The award to the Bulwark has been allocated to the ship's welfare fund.

DCI (R) 64

Royal Tournament details

Three Royal Navy shore bases will soon be echoing to shouts and crashing as teams settle down for training to take part in the 1979 Field Gun Competition at the Royal Tournament, Earls Court, from Wednesday July 11 to Saturday July 28.

The contest, says the official announcement, "demands and develops high military qualities from all

participants," and explains that selection of crews is beginning immediately.

Ratings selected to go to Earls Court will be drafted to the appropriate establishment by April 2, 1979. Other drafts will be stopped until after the competition.

DCI (RN) 48

The Tournament programme is for two performances daily at 2.30 p.m. and 7.30 p.m., except that there

are no matinees on Mondays, and no performances on Sundays.

Reserved seat prices range from £1.50 to £5 (unreserved 80p). The box office opens in early March at Earls Court Exhibition Centre, Earls Court, London, SW5. Bookings can be by letter (enclosing a stamped addressed envelope) or by telephone, 01 371 8141.

DCI (RN) J 70

'Gilbert' wins Sopwith Trophy

Two coveted Fleet Air Arm trophies have been awarded to 772 Squadron's A Flight and 845 Squadron.

"Gilbert," a Wessex Mk. 5, deployed in R.F.A. Tidespring for last year's group deployment to the West Coast of America, won the silver Sopwith Pup Trophy for 772 A Flight, which achieved and maintained the highest degree of operational readiness over the year.

The Tidespring's Wessex flight was commanded by Lieut.-Cdr. Peter Hailes. The squadron is based at Portland, and provides SAR and Fleet services in the Portland area.

AUSTRALIA SHIELD

The Australia Shield, awarded each year to the front line Naval Air Squadron achieving the best operational readiness record, went to 845 Squadron, which consists of Wessex Mk. 5 helicopters based at R.N. air station Yeovilton in support of the Royal Marine Commandos.

It is commanded by Lieut.-Cdr. Tony Gratton Cooper.

THE MISSILE MINNOWS!

Whether to have a big fleet of little ships or a little fleet of bigger ships is a problem which, in a missile world, takes on new dimensions — unless of course you happen to be the Soviet Union and manage to get both.

Besides pondering the crystal ball on the future of fast attack craft, there is also the undeniable tendency to keep adding capability to the minnows until they begin to resemble small whales. This rather defeats the object.

Just what the Royal Navy, for instance, should be doing about it, is not all that easy to work out, though nothing at all is a solution which does not appear prudent to many observers. The subject is discussed in detail in "Fast Attack Craft," edited by John Marriott, and published by Brassey's (price £12.95).

NEW CONCEPT

About 750 fast missile boats (FMBs) are now in service with the world's navies, including 150 with Warsaw Pact countries, creating a new concept in naval warfare.

Says the book, "although most of them displace less than 500 tons, each can do as much damage as a broadside from an 8-inch gun cruiser during the Second World War."

LOTS OF 'BUTS'

There are, however, a lot of "buts." Missiles at present cannot carry very large warheads, and although a missile may make a nasty mess, it is unlikely to sink a ship. A torpedo is, therefore, advisable to complement the missile. After adding the torpedo, what about a spot of anti-submarine warfare usefulness?

For the R.N., speed and a good punch are always in demand, but a healthy gale takes a lot of sting out of the buzzing wasps. To get the speed you have to go bigger, and before you know where you are, the FMB is a small frigate or corvette, and reaching into the big-money league.

In a sense, some of the newer Royal Navy ships are therefore a solution, if only there could be lots more of them.

MEDITERRANEAN

It is in the Mediterranean, however, that we find conditions more favourable to the FMB — and where the unpalatable fact has to be faced that the Arab states have about 70, with Libya alone possessing 41.

As Mr. Marriott points out: "One wonders how the United States Sixth Fleet would fare if an attack by the combined Arab boats were mounted against it."

FOIL-BORNE

The requirement in FMB studies for high speed with the least machinery weight points to foil-borne or cushion-borne craft, though Mr. Marriott may

BOOKS



The U.S. Navy fast missile hydrofoil Pegasus launches a Harpoon missile. Maximum speed of the Pegasus is classified, but may be up to 50 knots. A Jetfoil Unit is being set up at H.M.S. Daedalus to evaluate for the patrol role a 115-ton jetfoil being built for the Royal Navy.

be a little optimistic in his view that foil-borne craft are likely to replace those that are hull-borne, "in the next decade." The whole situation has an

irritating tail-chasing uncertainty about it, but unless operational working ever proves otherwise, the FMB, especially for the smaller navies, is here to stay.

BOOKS

Handsome colour drawings showing H.M.S. Ark Royal and aircraft from each of the four embarked squadrons are available direct from the printers, Glasgow Numerical Printing Co. Ltd., 31, Finnieston Street, Glasgow G3 8JP. The drawings, which are well suited to framing, cost £4.50 per set, including post and packing.

★ ★ ★
"The Neptune Landing," by Ronald Bassett, published by Macmillan (price £3.95), is the third novel in a trilogy of sea stories from the Second World War, dealing with the part played by landing craft in the D-Day invasion. There is every reason to believe the accuracy of the hero's adventures — the author was there.

★ ★ ★
"The Baltic Convoy," by Showell Styles, published by Faber and Faber (price £4.25), continues the adventures of Lieut. Fitton. The tale is based on fact, namely one of the remarkable naval feats of the Napoleonic War, when Fitton brought "a numerous and valuable convoy" safely to England through the Little Belt passage.

★ ★ ★
"Warships of the World — Escort Vessels," by Bernard

Ireland, published by Ian Allan (price £4.95), is the second of three volumes, and deals with warships whose displacement tonnage lies between 1,000 and 5,000 tons. Unlike the first volume, it brings many of the world's smaller navies into view. Photographs are included of all important classes.

★ ★ ★
"War in a Stringbag," by Charles Lamb, an Arrow paperback (£1.25) of one of the Second World War classics, is a description by a famous Fleet Air Arm pilot of hair-raising actions involving Swordfish aircraft. Of Lamb and his colleagues it could be said that "by courage and ingenuity so much was achieved with so little."

★ ★ ★
"Underwater Swimming," by John Emmett and Gordon Ridley, published by EP Publishing (price £3.95), is the latest addition to the firm's sport series. The book is an introduction to a popular recreational activity, making extensive use of photographic sequence shots. It progresses from snorkels to the more advanced skills of the aqualung diver.

★ ★ ★
"Ingrid and Other Studies," is a collection of essays on a wide

variety of subjects, by heads of department at the National Maritime Museum (Ingrid is a three-masted schooner). Soft-cover copies are available from the museum bookshop, price £3.25, the address being National Maritime Museum, Greenwich, London, SE10 9NF. Post and packing are extra.

★ ★ ★
"Threat Warning Red," by Anthony Fox, published by Michael Joseph (price £4.95). A fictional confrontation between Soviet and NATO forces in the Atlantic. Highly topical, and written with the advantage of recent naval experience.

in brief

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HELPING HANDS ... HELPING HANDS ... HELPING HANDS ...



Jenny Hanley, of television's "Magpie," is presented with a picture of H.M.S. Blake by LA(Phot) Roger Glee during a visit to the ship last month to collect a bag of unwanted foreign coins collected during a deployment to the U.S.A. The coins boosted the

"Magpie" appeal for the deaf and blind by over £1,000. Looking on are other members of the money-raising team—POSA Robertson, LMA Paine and CPO Timney.

Picture: LEM(Air) T. Metcalfe.



Three sailors from the mine-hunter H.M.S. Shoulton made £600 — and national front-page news — when they walked 200 miles in aid of the Daily Mirror

kidney campaign. The trio set off from Birkenhead on January 10, trudged through snow and ice and arrived in London 15 days later.

Hardships on the way were worth the welcome awaiting them at the Mirror office, where the rum tub — loaned by H.M.S. Belfast — was rolled out and the lads served with warming tots.

ABs Keith Pritchard, Paul Catt and David Smith, pictured above, raised their glasses to the newspaper's campaign, which their £600 helped boost to £50,000, five times the original target.

Picture: Daily Mirror.

Hermes boost for crash baby Clare



The H.M.S. Hermes bosun's party who did a sponsored race up the Rock of Gibraltar with the ship's bell (about 1 cwt), and raised £1,000 for the baby survivor of a motor crash. In the picture are JS Smith, SEA(R) Stobbs, SEA(R) Bennett, SEA(R) Johnson, SEA(R) Christian, SEA(R) Gill, AB(R) French, AB(R) Ward, AB(R) Burton (coach), AB(M) Murphy, AB(M) McEwen, AB(M) Neeve, LS(M) Crook, LS(S) Borlace, PO SEA Bishop and Lieut. Constable.

Racing up the Rock is one of the popular challenges for sailors at Gibraltar, but the H.M.S. Hermes bosun's party completed the course in a special way — and for a very special reason.

About the time the ship sailed from Portsmouth on January 12, the Daily Mirror carried a photograph of eight-month-old Clare Ogilvie, and an article about a terrible motor accident which befell her family.

Saddened by the article, the bosun's party decided to raise some money to put in trust for baby Clare when she comes of age.

Accordingly, they ran with the ship's bell (about 1cwt) to the top of the Rock, and asked the rest of the ship's company to sponsor them.

All responded most generously, and the result was a cheque for £1,000 sent to the Mirror for Clare. The message included deepest sympathy and best wishes to the father, Mr. Tony Ogilvie.

TRIUMPHAL

There was also, of course, the formal Rock Race effort by H.M.S. Hermes, with more than 400 runners taking part.

They covered the course in triumphal style, the first six runners breaking H.M.S. Ark Royal's seven-year-old record by eight seconds. The total time for the Hermes six was 133 min. 01 sec., the names being Lieut.-Cdr. Davis, OEM Reed, LREM(A) Robertson, Mid. Gibson, MEA/APP Sloan and Mid. Clarke.

Another "big heave" up the Rock was carried out by H.M.S. Norfolk's Seaslug Section, who pulled Cdr. Colin Lawrence, the ship's executive officer — all 14½ stone of him — to the top.

Their sponsored effort went towards £850 raised by the ship with a donkey derby and fayre on the flight deck while the guided missile destroyer was at sea. The money was later handed over to the adult training centre of the Norfolk and Norwich Home for the Mentally Handicapped.

Warrior guest a centenarian

Special guest at a party given by the senior rates of H.M.S. Warrior for 20 senior citizens from Watford Darby and Joan club and the Star and Garter Club, Richmond, was Mrs. Agnes Merrifield, aged 101.

Falklands 'nurses' help raise £1,000

Shoppers in Port Stanley were puzzled to see two unidentified local "belles" dressed as nurses selling tickets for a charity draw. The moustaches sported by the vendors were bewildering, too.

The mystery pair turned out to be members of Naval Party 8901 serving in the Falkland Islands. The Marines detachment, which was awarded the Wilkinson Sword of Peace in 1977, has a good relationship with the community, and the tickets sold well in pubs, shops and outlying settlements.

All in all the draw and dances raised £1,000 for the King Edward Memorial Hospital. The money will be used to re-decorate a geriatric wing and to provide a video cassette recorder for long-term patients.

At a gala charity ball the Governor of the Falklands presented the first prize, a £200 cheque, to a local man. Value of other prizes totalled £500.

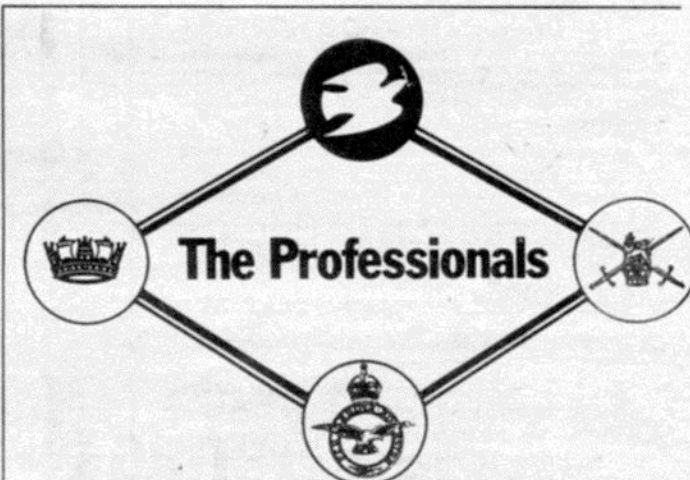
With Mr. Williams and Capt. Mike Rawlinson (commanding officer) in the foreground is the Lady Mayor of Truro, Mrs. Ansari. (See Ajax story).



Gifts 'swop' in Ajax

Truro's adopted ship, H.M.S. Ajax, presented St Christopher's Hostel for mentally handicapped children at Redruth with a cine-camera and projector and a £300 cheque to buy a juke-box and a table soccer game when children and staff visited the ship at Plymouth.

The gifts, collected by members of the ship's company when the Ajax was in the U.S.A., were received on behalf of St Christopher's Hostel by Mr. Charles Williams who in turn presented the ship with a copper plaque and ashtrays made by the mentally handicapped at the Trevithick training unit.



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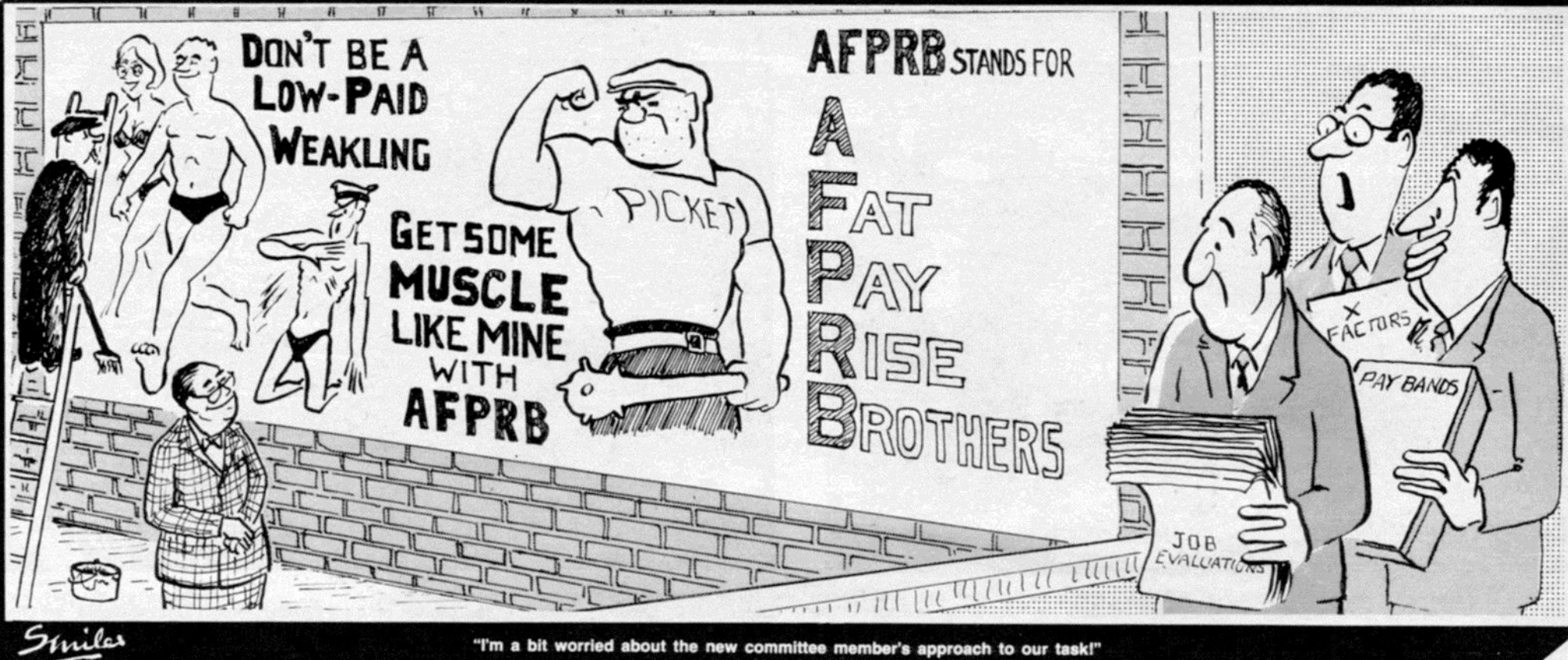
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"I'm a bit worried about the new committee member's approach to our task!"

NEWSVIEW

'Fun and sun' a tonic for retention?

Those who anticipated few surprises as far as the Royal Navy was concerned were not disappointed by February's Defence White Paper. Perhaps that is something for which to be grateful. Throughout the naval references runs a theme of new vessels, aircraft, weapons, and equipment either coming into service or planned, with an inevitable emphasis on quality rather than quantity.

More disturbing is the section which tells of an "unusually high outflow" from the Forces of experienced and skilled personnel following requests for premature voluntary release. Expressions like disquieting, overstretch, and dissatisfaction with pay are liberally scattered.

Rate for job

Much faith is being pinned on the belief that the right pay award will turn the tide. In the Navy a series of retention measures, reported over recent months in Navy News, has been introduced to help in some shortage areas. Good as they may be, there can be no real substitute to paying the rate for the job.

But, however vital pay, there is more to it. Turbulence in the Services is one factor, and the expressed view in the White Paper that this should be reduced will be noted.

In naval circles it is often said there is not so much "fun and sun" as of yesteryear. It remains imperative that the Service is seen to retain the capacity to operate successfully world wide. That is why news of the departure in May of another task group — this time heading for the Far East and Australasia — makes welcome reading.

Good value

Besides being excellent value for training and showing the flag (and what's wrong with that?), these task groups represent a morale booster for plenty of the participants. And it remains true that it is what many joined for. The major NATO commitment and the responsibilities round U.K. shores, including an increased work load on duties like offshore installation protection, are in no way disputed.

Discerning the relative importance in the retention stakes of foreign travel, compared with factors like pay, separation, and turbulence, is not simple. Certainly no one can in 1979 just switch on "fun and sun." But some method of maximising every opportunity seems desirable. Because there are plenty who believe that a necessary ingredient for an improvement in retention is that sailors find a deal more enjoyment.

How the Forces Pay Review Body works . . .

The claim has sometimes been voiced that the ways and means of the Armed Forces Pay Review Body are mysterious. In the "run-up" to this year's pay announcement, some background to the operation of the AFPRB and its approach to a vastly complex task may be of interest.

Set up to advise the Prime Minister on pay and allowances, the Body consists of eight members, including one ex-regular Service officer — Admiral Sir Desmond Dreyer (a former Second Sea Lord) — and an ex-trades union official. Members are invited to join the AFPRB by the Government and they give their services voluntarily.

As most Servicemen know, the Military Salary is based on personnel being paid what civilians of equivalent skill and responsibility get outside, and therefore is subject to a similar range of charges for food and accommodation.

● Comparisons

Throughout the year the process of job evaluation goes on and total remuneration of a large cross-section of workers and executives at varying levels is examined. Everything which contributes to a man's earnings and fringe benefits (including company car, low-rate mortgage) is assessed and the results presented to the AFPRB as comparisons from which pay justified for each rank and rate in the Services can be calculated.

Having decided how much a comparator gets in real terms, an addition — the X factor — is added to take into account the balance of disadvantage to Servicemen for such features as danger, frequent moves, military discipline and inability to change jobs. These are considered to outweigh the advantages of Service life, such as greater breadth of training and the chance of carrying responsibility when young.

● Pay award

In an ideally simple world, all that would be needed for a Services pay award would be to give every man what his civilian comparator is getting, add the X factor and charge him the going rate for food and accommodation. In practice it is not so simple, and since the ultimate authority for Service pay rests with the Government, the constraints of their pay policies and other considerations will inevitably be reflected in the actual award.

The Government (ultimately at Cabinet level) studies the AFPRB report and reaches a final

Personal touch 'vital'

In a radio interview while on a visit to the Services overseas, Sir Harold Atcherley said that members of the AFPRB (of which he is chairman) regarded it as a vital part of their work to visit Servicemen and hear what they felt about their pay, particularly the April 1978 award.

The Government had, he said, undertaken to bring pay up to full comparability in two stages by 1980.

RESPONSIBILITY

On the 1979 award, he said he could not refer to any specific percentage, but that earnings in April in comparable jobs would be the base reference point for their recommendations. "That's our responsibility and we shall certainly see that we carry it out."

DISTURBING

Sir Harold added: "I find it sad and, indeed, disturbing that Servicemen should have to go through the stages that they are going through. And let's face it, the two year stage and catching up is a fairly long haul for them."

● Last year's AFPRB report was handed to the Prime Minister on March 31 and the announcement made on April 25. Awards date from April 1.

judgment which the Prime Minister announces in Parliament.

During all this, senior Service officers put forward the interests both of Service men and women and their families as well as the overall requirements of the Navy, Army, and Air Force to meet the role for the defence of the country. In presenting its report last year and outlining

its approach to the task, the AFPRB had this to say:

"Job evaluation is the main technique used on our behalf to compare the relative values of jobs at key levels in the Services and of equivalent jobs outside. At present three systems of job evaluation are in use: for corporals, the results of which are reflected downwards to the lower ranks; for senior NCOs and warrant officers; and for officers from captain (Army) to brigadier.

● Each factor

"In each, jobs are analysed in terms of factors related to the demands of the job — for example, skill and experience requirements, responsibility, etc. — weighted according to their importance. The allocation of points scores to each factor translates demands and qualities in like and unlike jobs into a common "currency" of points, and brings within the scope of the system of comparison Service jobs for which there are no counterparts in civil life.

"The detailed application and continuous review of the job evaluation process is carried out by specially trained and experienced members of the Armed Forces who make up the Joint Services Job Evaluation Team, under the guidance of independent consultants employed on our behalf . . .

"For pay purposes, Servicemen's jobs are grouped into broadly based pay bands according to their points scores. Thus, any one band may include wholly dissimilar jobs — for example, clerks, drivers and infantry soldiers — which fall into the same broad range of points scores.

● Not reliable

"For this reason, the type of comparison of pay in specific jobs in the Services and in civil life that is sometimes attempted is not a particularly reliable guide; it is important to see the job evaluation process in proper focus in relation to the range of jobs included in the outside comparisons. In the case of the corporal for example, the range of earnings in outside jobs of the same weight is wide.

"Even after taking account of all other considerations that enter into the process of assessing a particular military salary, it will not be unusual to find some examples of higher rates of pay in civil life, notwithstanding the X factor, for jobs carrying the same descriptive title.

"In short, it will always be possible to find particular individuals within a trade in civil life who are paid more than Servicemen in the same trade, but the levels of military salaries in each pay band will reflect the earnings of all the outside jobs of equivalent weight."

Portland ahoy!



Above — Despite what the sign says, there was no rest for these sailors from H.M.S. Osprey helping a local policeman with relief work during the floods at Portland.

Picture: Wren(Phot) K. Grainger.

Right — Wrens and ratings from 703 Squadron "show a leg" as they move Wasp helicopters from a partially flooded hangar to dry land.

Picture: Wren(Phot) S. Penny.

Below — A welcome pause for (left to right) MEA(H) Sheppard, OEM Woodward, OEM Lawrence and LMEM Baird, all from H.M.S. Osprey, who helped council workmen to clear the car park at Chiswell, Portland, of debris created by the flood waters.

Picture: PO(Phot) J. Schwartz.



OSPREY TO THE RESCUE AS FLOODS STRIKE AGAIN

When ten knot winds and an exceptionally high tide flooded Chesil Bank, Portland, last month, naval personnel from H.M.S. Osprey were mobilized to assist local residents and evacuate people stranded in their homes.

The flooding of Victoria Square and the immediate area was extensive, and damage to property severe. Sailors helped local police and council officials to clear away tons of mud and stones.

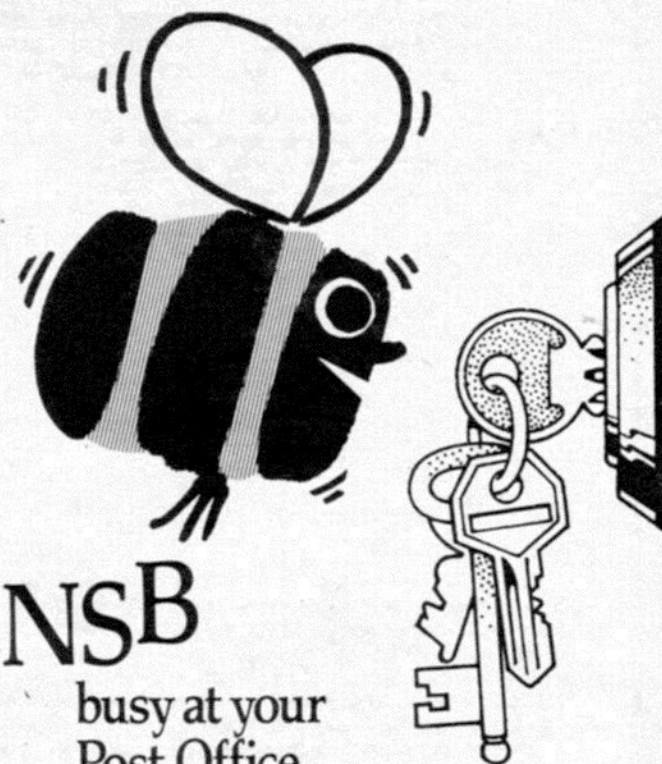
SECOND FLOODS

It was the second time in six weeks that the island had been flooded.

As our pictures — taken by the Photographic Section at Osprey — show, the naval air station did not escape the floods. The picture above is of a runway, more suited to ducks than helicopters.

Picture: Wren(Phot) H. Astley-Jones

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ROYAL ARTHUR

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Above: This is enough to test anyone's initiative. The task is to construct a pawnbroker's sign using a tree, some rope, and three huge and heavy metal balls.

Right — POCA Bill Allen, now serving in H.M.S. Raleigh, obviously had something on his mind when this picture was taken during a session on the Royal Arthur obstacle course. Physical fitness training is an important part of the Petty Officers' Leadership School activities.

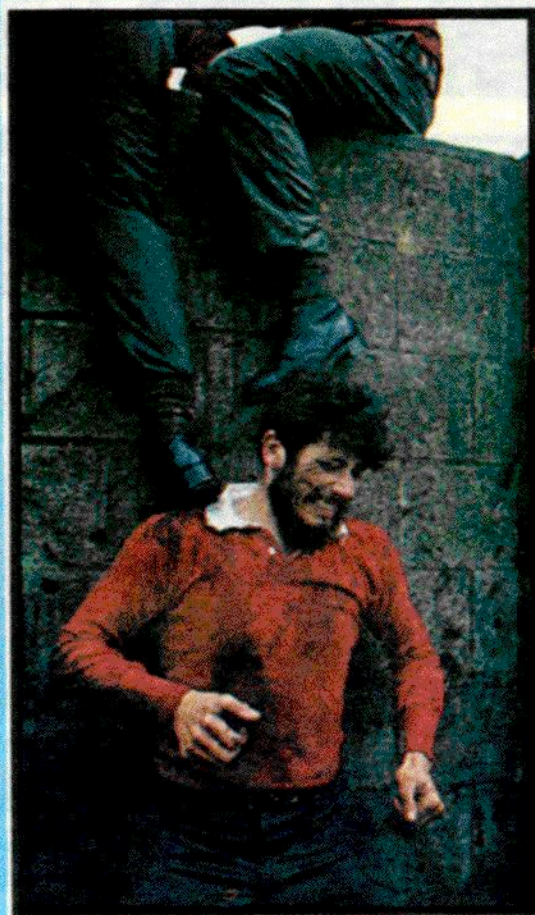
COURSE DATES BACK TO 1919

Acknowledgement of the importance of the senior rate is no new idea in the Royal Navy. As far back as 1919 petty officers' courses were set up in the home ports. These consisted of two weeks of mainly parade training and were extended to three weeks after the Invergordon Mutiny.

Leadership training was abandoned at the outbreak of war in 1939, but restarted in 1943 in H.M.S. Excalibur at Skegness. This establishment has since become

a Butlins holiday camp. After a brief stay at H.M.S. Raleigh, the course was moved to the Kingsmoor Camp, a large Adult New Entry Training Establishment in Corsham, in 1947.

In 1950 the New Entry training section was closed and H.M.S. Royal Arthur became the Petty Officers' Leadership School. The course has remained basically the same ever since, although it was reduced from six weeks to five in 1968.



H.M.S. Royal Arthur is one of the smallest, busiest, naval establishments in the country. A petty officer will tell you, it is the home of the Petty Officers' Leadership School at Corsham, Wiltshire.

Every Thursday afternoon a new course of petty officers arrives at Royal Arthur to embark on five weeks of lecture and tough physical challenges. They leave as a fit, close-knit team.

Most of the new arrivals are POs, augmented by one or two leading hands awaiting notification. Average age is about 26. All need to complete the course to be confirmed as chief petty officer.

The Navy abounds with rumours about the physical challenge of the course, but nothing is more than 35,000 senior petty officers have not already been done by more than 35,000 senior petty officers in the last 30 years.

Exercises

The course includes exercises in communication, leadership, planning, first aid, parade training and physical fitness.

Lectures range over a wide variety of subjects: the role of the Royal Navy, its ships, weapons and allies, stress, the responsibilities and duties of a senior petty officer, reading and discipline.

Shortened courses are tailored to meet the individual needs of the WRNS, Royal Naval Reserve, sub-lieutenants of the Royal Naval Reserve, Weapons course, Pre-Joining Training for ships, Coastal Force units and the Sea Cadet Corps.

The trek

No report on Royal Arthur would be complete without mention of the Black Mountains trek.

This is the last leadership exercise of the course, undertaken in the last week.

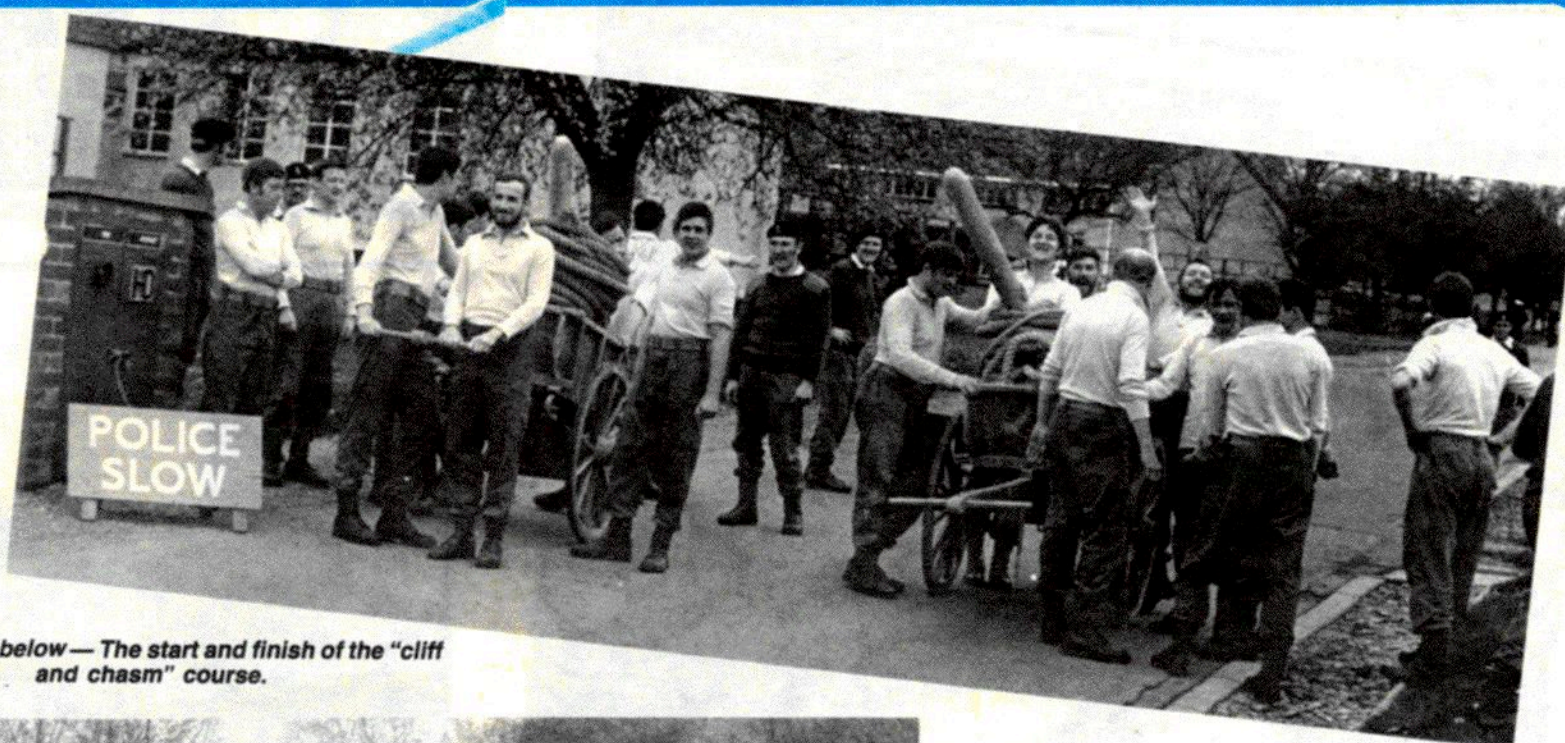
Team leaders are appointed long in advance, and are thoroughly briefed and given map-reading exercises. In the mountains are a series of numbered points. Each number identifies a different point and represents a task.

Score points

Aim of the team is to visit the positions to score as many points as possible. Teams set out in the small hours of Monday morning and return between 1600 and 1800 the next day.

Competition is fierce, with teams closely guarding their plans. Maximum points have been scored by just nine teams in the last three years, so good planning and great determination are essentials for the trek.





Above and below — The start and finish of the "cliff and chasm" course.



The 'cliff and chasm'

The "cliff and chasm" is one of H.M.S. Royal Arthur's more refined tortures. It is a major leadership task assigned to a lucky three or four petty officers from each course.

All they have to do is work out how to lug a 90lb. gravel-filled barrel, a 30lb. spar, 40ft. of manilla and a heaving line round an 800yd. course — in the fastest possible time.

The exercise starts and ends on a road, for which a hand cart is used, but the rest — up and down cliffs and over a chasm — is done by hand. No practice runs are allowed, so the leader of each team has to work out a detailed plan and carefully brief his men before the action begins.

Some courses put up a challenge team of picked men to try to break the "cliff and chasm" record of 4min. 52sec. set in June 1975 by 1374 Course.



Map-reading expertise in the Wiltshire countryside is essential for success in the competitive Black Mountains trek. Left to right, CPO(OPS)(M) Tommo Thompson of H.M.S. Nelson, PO(S) Danny Kay of H.M.S. Bacchante, CPO(OPS)(M) Brad Bradley, from FOST Staff and PO(S) David Wardle of H.M.S. Cardiff.

Above — A strenuous climb on the "cliff and chasm" exercise, one of the major leadership tasks given to a few petty officers in each course. The record is 4min. 52sec. for the 800yd. circuit.

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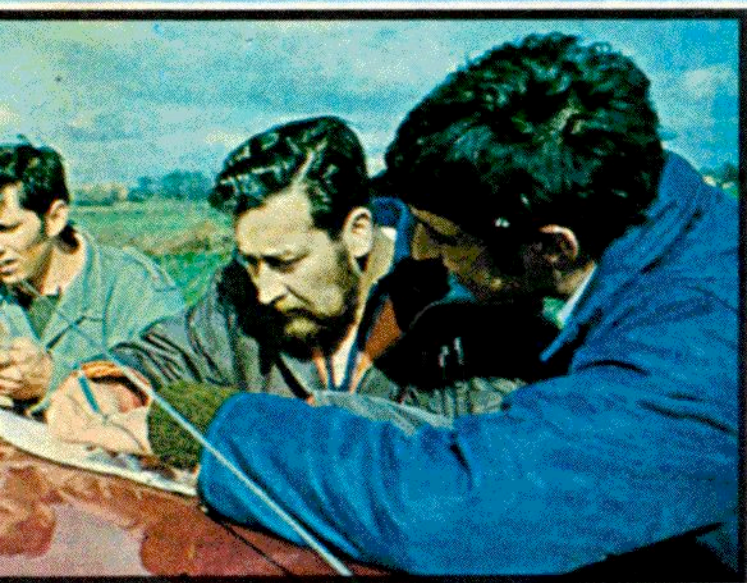
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Nesting Wrens!



Picture: LWren (Phot) Elinor Owen.

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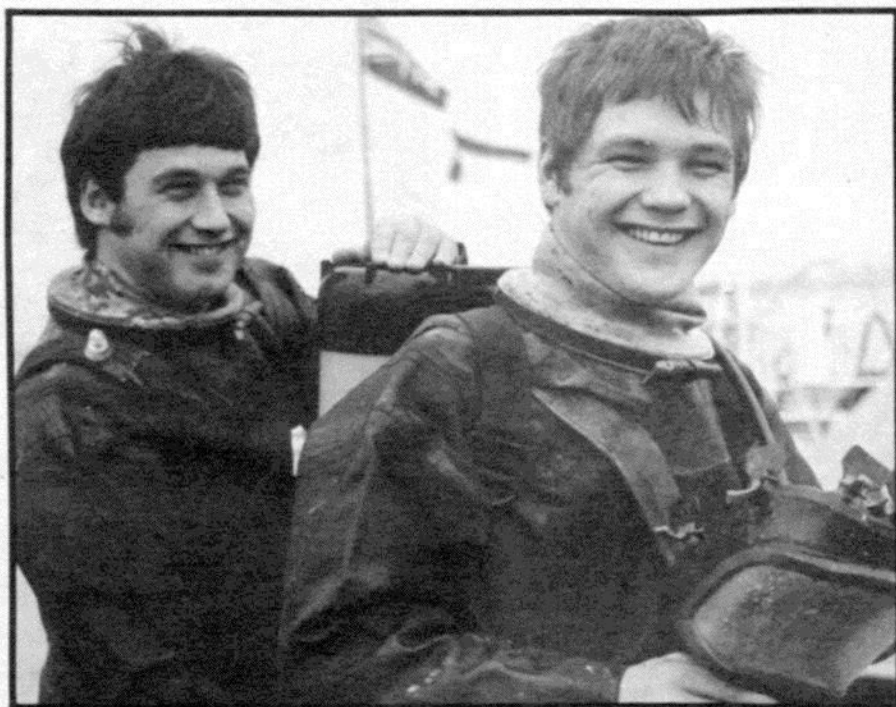
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"Where have all our bread baskets gone?" was the question Sunblest Bakeries asked Esther Rantzen on B.B.C. Television's "That's Life" programme. From Furse House in London came the reply, "We have Wrens nesting in ours!" — and a photograph to prove it. Sitting pretty in their "nests" are Wrens JENNY SIZER and STEPHANIE CRATER.



When H.M.S. Falmouth needs a diver, the QUICKFALL brothers are right on hand to do the job. TREVOR (left), pictured here checking younger brother GRAHAM's equipment, is a cook. He completed his diving course in February last year, followed in October by Graham, who is a seaman (sonar).

Picture: LA(Phot) Keith Sturge



It's a
gas for
Reggie

Leading Regulator Bear — "REGGIE" to his friends in H.M.S. Vernon — joined in with the rest of Vernon's Manpower Allocation and Control Centre staff when they had their anti-gas respirators tested. You will have to take our word for it that Reggie's friends are (from left) FCPO DARBY ALLEN, AB BRIAN EVANS, AB KEVIN JEFFRIES (holding the "respirator" Reggie), RPO TONY STANLEY, LR WALLY BOWRING, and RPOs BILL HOSKINS, MICK ELLIOTT and "SHIRLEY" EATON.

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PEN-PALS . . .

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to Pen Pals, Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

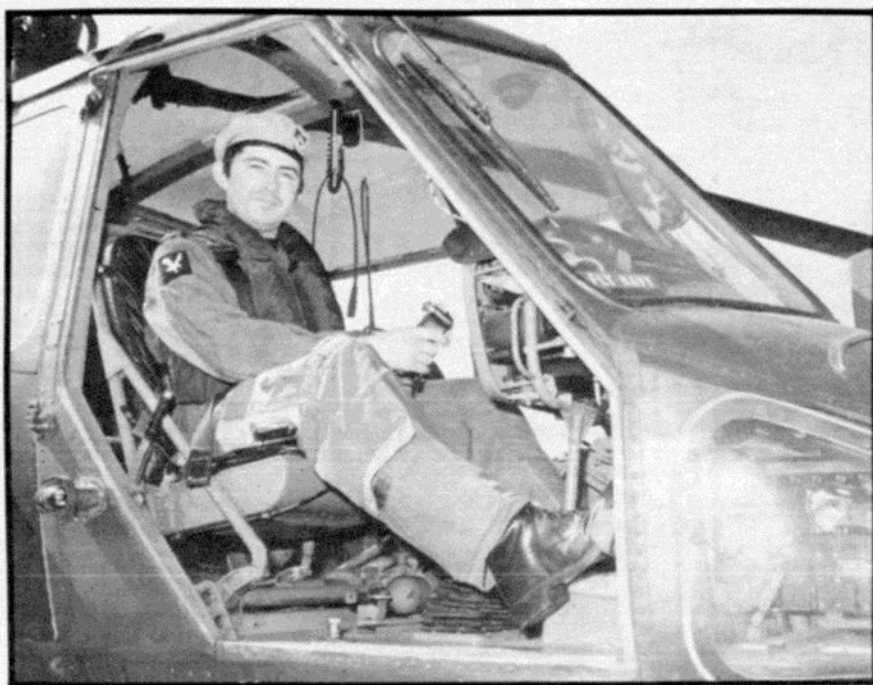
Details of the applicants are as follows:

Julie (15), brown hair, blue eyes, Skelmersdale, Lancs.
Mrs. D. (43), divorced, 5ft. 7in., brown hair, brown eyes, Wellingborough.
Fay (23), single, blonde hair, blue eyes, Fareham, Hants.
Katherine (15), fair hair, blue-green eyes, Pontypridd, Glam.
Angela (16), 5ft. 2in., brown hair, blue eyes, Caerphilly, Glam.
Rina (32), single, 5ft. 7in., dark hair, one daughter (4), London.
Norma (17), single, 5ft. 3in., brown hair, grey eyes, Wrexham, Clwyd.
Sue (17), single, 5ft. 8in., brown hair, blue eyes, North Cheam, Surrey.
Beverley (16), 5ft. 7in., red hair, blue eyes, Myrdd-Lsa, Clwyd.
Susan (16), 5ft. 4in., auburn hair, blue eyes, Sheffield.
Karen (17), single, 4ft. 11in., brown hair, brown eyes, Lowestoft.
Cathy (24), single, 4ft. 11in., brown hair, brown eyes, Stockton, Cleveland.

Liz (28), single, 6ft. 2in., fair hair, Erith, Kent.
Ingrid (20), single, 5ft. 7in., blonde hair, blue eyes, London.
Ann (16), 5ft. 4in., blonde hair, Sandwick, Shetland.
Iris (36), single, 5ft., brown hair, hazel eyes, one son (7), Highbridge, Somerset.
Brigid (23), single, 5ft. 2in., brown hair, green eyes, London.
Julie (15), 5ft. 4in., brown hair, blue eyes, Hartlepool.
Gina (45), divorced, 5ft. 2in., fair hair, green eyes, Portsmouth.
Jennifer (16), 5ft. 3in., brown hair, blue eyes, Swanage, Dorset.
Carrie (16), 5ft., brown hair, blue eyes, Southampton.
Susan (26), divorced, 5ft. 2in., brown hair, brown eyes, two sons, Portsmouth.
Janet (17), single, 5ft. 4in., brown hair, blue eyes, Newcastle-on-Tyne.
Sheila (35), separated, 5ft. 4in., fair hair, one daughter (10), London.
Janet (26), divorced, brown hair, blue eyes, Basingstoke.
Vicky (15), 5ft. 5in., brown hair, hazel eyes, Warley, W. Midlands.
Janice (19), single, 6ft. brown hair, green eyes, Codsall, Staffs.
Shirley (43), divorced, 5ft. 7in., brown hair, brown eyes, Wellingborough, Northants.
Nancy (20), single, 5ft. 3in., brown hair, brown eyes, Dumbarton, Scotland.
Shirley (20), single, 5ft. 4in., brown hair, hazel eyes, Dumbarton.
Susan (20), single, 5ft. 5in., brown hair, green eyes, Plymouth.
Heather (21), single, 5ft. 6in., brown hair, grey eyes, Plymouth.
Brigid (15), 5ft. 6in., brown hair, brown eyes, Bicester, Oxon.
Margaret (38), divorced, 5ft. 8in., slim, brown hair, green eyes, 3 children, Newcastle-on-Tyne.

Jackie (19), single, 5ft. 7in., brown hair, green eyes, Newbury.
Rita (27), single, 5ft. 2in., blonde hair, blue-grey eyes, Glenrothes, Fife.
Julie (15), blonde hair, blue eyes, Salisbury, Rhodesia.
Linda (25), widow, 5ft. 9in., dark hair, blue eyes, 4 children, Hemel Hempstead.
Ann (25), single, 5ft. 4in., brown hair, Portsmouth.
Heather (16), 5ft. 6in., blonde hair, blue eyes, Rossendale, Lancs.
Dee (18), single, 5ft. 4in., brown hair, green eyes, Midlothian.
Sue (30), single, 5ft., brown hair, blue eyes, Southampton.
Mary (24), single, 5ft. 2in., brown hair, blue-grey eyes, London.
Kathy (27), divorced, 5ft. 2in., black hair, grey-green eyes, three children, Skelmersdale, Lancs.
Sharon (18), single, 5ft., brown hair, brown eyes, Portsmouth.
Jane (15), 5ft. 5in., brown hair, dark eyes, Ware, Herts.
Sislinn (16), 5ft. 4in., brown hair, blue eyes, Ware, Herts.
Dawn (30), 5ft. 10in., slim, fair hair, blue eyes, one daughter (7), Liverpool.
Catherine (22), single, 5ft. 3in., fair hair, hazel eyes, Glasgow.
Loureda (31), divorced, 4ft. 11in., brown hair, brown eyes, Grimsby.
Sue (23), single, 5ft. 8in., dark hair, dark eyes, Birmingham.
Loredana (17), single, 5ft. 1in., brown hair, brown eyes, Marsa, Malta.
Joanne (40), divorced, 5ft. 5in., brown hair, Beddau, Glam.
Ann (18), single, 5ft. 3in., blonde hair, green eyes, Romford, Essex.
Selma (26), separated, 5ft. 7in., red hair, blue eyes, two children, St Helens, Merseyside.
Ruth (19), single, 5ft. 2in., brown hair, green eyes, Shoreham-by-Sea.

Sharon (19), single, 5ft. 2in., brown hair, brown eyes, Shoreham-by-Sea.
Janice (23), single, 5ft. 3in., brown hair, blue eyes, Croydon, Surrey.
Colleen (19), single, 5ft. 11in., black hair, green eyes, Nottingham.
Janice (19), single, brown hair, blue eyes, Coventry.
Jayne (17), single, 5ft. 6in., brown hair, hazel eyes, Barking, Essex.
Alyson (16), 5ft. 2in., brown hair, blue eyes, Bulawayo, Rhodesia.
Debbie (17), single, 5ft. 4in., dark hair, blue-green eyes, Leeds.
Jackie (21), single, blonde hair, blue eyes, Doncaster.
Joann (20), single, blonde hair, green eyes, Hull.
Gillian (16), 5ft. 2in., brown hair, blue eyes, Bulawayo, Rhodesia.
Stephanie (17), single, 5ft. 6in., brown hair, hazel eyes, Birmingham.
Laurie (18), single, 5ft. 6in., blonde hair, blue eyes, Vancouver, Canada.
Jeanette (29), divorced, 5ft. 8in., brown hair, three children, West Croydon.
Julie (19), single, 5ft. 9in., blonde hair, blue eyes, Mansfield.
Christine (29), single, 5ft. 1in., black hair, brown eyes, London.
Annette (16), 5ft. 3in., fair hair, blue-grey eyes, London.
Val (20), single, 5ft. 2in., brown hair, blue-green eyes, London.
Julie (16), single, 5ft. 3in., brown hair, green eyes, Portsmouth.
Betty (36), divorced, 5ft. 7in., brown hair, brown eyes, Sherborne, Dorset.
Jenny (17), single, 5ft. 5in., brown hair, brown eyes, Plymouth.
Michelle (17), single, 5ft. 5in., brown hair, brown eyes, Johannesburg, S. Africa.
Sylvia (26), single, 5ft. 2in., black hair, blue eyes, Portsmouth.
Lynette (24), divorced, 5ft. 2in., brown hair, brown eyes, two children, Bradford.



Latest naval export to Hong Kong is Lieut. **TIM MACMAHON**, who recently left 829 Squadron at Portland to join 660 Squadron of the Army Air Corps based at Sek Kong in the New Territories. His attachment to the squadron is for two years, and as part of the Gurkha Field Force he will work with the six major Gurkha units stationed in Hong Kong. The squadron operates Scout helicopters.

Picture: PO(Phot) James Fletcher.



Picture: PO(Phot) Les Warr.

The Very Rev. **MICHAEL NOTT**, Provost of Portsmouth, has been made an Honorary Officiating Chaplain to the Royal Navy. He was inducted by the Chaplain to the Fleet, the Ven. Archdeacon **BASIL O'FERRALL**, at a ceremony in St Ann's Church, Portsmouth Naval Base. The badge of Honorary Chaplain was presented to the Provost in recognition of the care and concern of the Cathedral for naval personnel in Portsmouth.

Seeing double? So was the Director of WRNS, Commandant **VONLA McBRIDE**, when she met **LWrens DENISE** and **YVONNE STANLEY** during a visit to the Naples headquarters of Allied Naval Forces Southern Europe. Commandant McBride's visit coincided with a turn-over spell as Denise relieved Yvonne in the Operations Analysis Section. Or was it Yvonne who relieved Denise?

Centurions honoured

Five former members of the establishment have been installed as honorary Centurions and presented with bronze replicas of the figurehead of the ninth H.M.S. Centurion.

Those honoured were **Rear-Admiral FRANK HEARN**, the first Commodore of H.M.S. Centurion from its commissioning at Gosport; project pioneer **Cdr. BOB FLUCK R.N. (retd.)**; **Cdr. JAN POLE R.N. (retd.)**, the establishment's first executive officer; **Capt. PETER HARRIS**, the last Commodore of Centurion when it was at Haslemere, and the first Captain Naval Drafting at Gosport; and **Mr. LESLIE ALLSOP**, the first head of the Computer Division and founder of the Centurion Choir.

Commodore DON BEADLE, Commodore of Centurion, presented the bronze replicas, which were made by local sculptress **MICKEY GIBBON**.



Battle of Britain ace **Squadron Leader J. H. "GINGER" LACEY** was a recent visitor to the Fleet Air Arm Museum at Yeovilton, where he was welcomed by the curator, war-time Walrus pilot Lieut.-Cdr. **LESLIE COX** (left). They are pictured in front of the museum's Seafire, the naval version of the Spitfire. Ginger Lacey shot down 15 enemy aircraft during the Battle of Britain, including the Heinkel which bombed Buckingham Palace on September 13, 1940.



AB(R) JOHN FRENCH has been to Buckingham Palace to receive his Duke of Edinburgh award scheme gold medal from Prince Philip. John, who is serving in H.M.S. Kent, did a four-day 50-mile hike in the Peak District, spent three years learning to play a side drum in a military band, and made a study of the Fire Service to qualify for his gold award.

Picture: LS(M) Bridges.

... PEN-PALS

Debbie (15), 5ft. 7in., blonde hair, blue eyes, Ely, Cambs.
Suzanne (15), 5ft. 3in., brown hair, brown eyes, Gravesend, Kent.
Karen (17), single, brown hair, blue-grey eyes, Sheffield.
Denise (21), single, brown hair, blue-grey eyes, Sheffield.
Vicky (33), divorced, 5ft. 3in., brown hair, blue eyes, Aylesbury, Bucks.
Christine (18), single, 5ft. 2in., brown hair, blue eyes, Aylesbury, Bucks.
Cath (21), single, 5ft. 5in., blonde hair, blue eyes, Catterick Village, Yorks.
Denise (21), single, 5ft. 11in., fair hair, blue eyes, Boston, Lincs.
Lana (16), 5ft. 6in., brown hair, blue eyes, Minster-in-Sheppey, Kent.
Lorraine (26), divorced, 5ft. 1in., dark hair, brown eyes, one child, Plymouth.
Carol (19), single, 5ft. 2in., dark hair, brown eyes, Plymouth.
Sue (18), single, 5ft. 1in., brown hair, brown eyes, Coventry.
Jayne (19), single, 4ft. 11in., brown hair, blue-grey eyes, Northwich, Cheshire.
Helen (17), single, 5ft. 3in., dark hair, blue eyes, Northolt, Middx.
Rachel (18), single, 5ft. 3in., fair hair, blue eyes, Ormskirk, Lancs.
Patricia (24), single, 5ft. 8in., brown hair, brown eyes, Wyke Regis, Dorset.
Joyce (20), single, 5ft. 4in., blonde hair, London.
Joanne (15), fair hair, blue eyes, Birmingham.
Rena (30), divorced, 5ft. 2in., brown hair, one son (7), Edinburgh.
Cathy (16), 5ft. 6in., brown hair, blue eyes, Bristol.
Joanne (15), 5ft. 1in., brown hair, blue eyes, Leicester.
Beverley (15), 5ft. 8in., brown hair, hazel eyes, Victoria Falls, Rhodesia.
Shirley (21), single, 5ft. 2in., fair hair, blue eyes, London.

Janine (17), single, 5ft. 2in., brown hair, grey-green eyes, Caringbah, New South Wales, Australia.
Lynn (17), single, 5ft. 10in., brown hair, brown eyes, Blackpool, Lancs.
Pam (31), single, 5ft. 2in., auburn hair, grey-green eyes, Burnley, Lancs.
Karen (18), single, 5ft. 5in., brown hair, blue eyes, Bristol.
Lynn (15), 5ft. 4in., brown hair, grey-green eyes, New Milton, Hants.
Sue (15), 5ft. 4in., brown hair, blue eyes, New Milton, Hants.
Peggy (30), single, brown hair, blue eyes, Rochester, Kent.
Cheryl (17), single, 5ft. 6in., fair hair, blue eyes, Bristol.
Rosemary (17), single, 5ft. 2in., brown hair, green eyes, Nairn.
Debbie (18), single, 5ft. 1in., brown hair, brown eyes, Dinnington, Sheffield.
Heather (18), single, 4ft. 11in., brown hair, hazel eyes, Dinnington, Sheffield.
Jean (39), divorced, 5ft. 4in., brown hair, blue eyes, Bury, Manchester.
Dawn (20), single, 5ft. 3in., blonde hair, green eyes, Leicester.
Gill (20), single, 4ft. 11in., brown hair, green eyes, Havant, Hants.
Irene (16), 5ft. 3in., red hair, brown eyes, Auckland, New Zealand.
Julie (17), single, 5ft. 6in., brown hair, brown eyes, Droylsden, Tameside.
Bridget (17), single, 5ft. 3in., brown hair, blue eyes, Navan, Co. Meath.
Jane (24), single, 5ft. 6in., fair hair, blue-grey eyes, Sutton Coldfield.
Joyce (33), single, 5ft. 4in., brown hair, blue-green eyes, Brighton.
Caroline (21), single, 5ft. 2in., brown hair, brown eyes, Burton-on-Trent.
Karin (19), single, 5ft. 3in., brown hair, brown eyes, London.
Eileen (58), widow, 5ft. 1in., fair hair, blue eyes, London.

Neicey (16), 5ft. 8in., brown hair, hazel eyes, South Auckland, New Zealand.
Janine (24), single, 5ft. 5in., brown hair, brown eyes, Sutton-in-Ashfield, Notts.
Christine (19), single, 5ft. 5in., brown hair, brown eyes, Sutton-in-Ashfield, Notts.
Jill (22), single, 5ft. 6in., chestnut hair, green eyes, Canvey Island, Essex.
Margaret (20), single, 5ft. 2in., fair hair, brown eyes, Bridge of Weir, Renfrewshire.
Celia (16), 5ft. 3in., brown hair, green eyes, Banket, Rhodesia.
Jo-An (17), 5ft. 4in., brown hair, blue-green eyes, Salisbury, Rhodesia.
Lorna (18), single, 5ft. 8in., brown hair, brown eyes, Deal, Kent.
Maxine (17), single, 5ft. 5in., dark hair, brown eyes, Bristol.
Lindy (16), 5ft. 6in., brown hair, blue eyes, Westbury-on-Trym.
Pauline (17), single, 5ft. 5in., brown hair, hazel eyes, St Ives, Cambs.
Carol (18), single, 5ft. 6in., brown hair, blue-green eyes, Needingworth, Cambs.
Patricia (20), single, 5ft. 5in., red hair, hazel eyes, Tunbridge Wells.
Maureen (18), single, 5ft. 1in., brown hair, blue eyes, Luton, Beds.
Carole (16), 5ft. 4in., brown hair, brown eyes, Cannock, Staffs.
Irene (31), divorce pending, 5ft. 1in., brown hair, blue eyes, Ainess, Ross-shire.
Jackie (36), divorced, brown hair, blue eyes, three sons, Quedgeley, Glos.
Bernice (30), divorced, brown hair, blue eyes, Bristol.
June (39), divorced, 5ft. 5in., brown hair, hazel eyes, Torquay, Devon.
Dawn (21), single, 5ft. 2in., brown hair, brown eyes, Grantham, Lincs.
Lynn (18), 5ft. 6in., brown hair, brown eyes, Esher, Surrey.
Lesley (16), 5ft. 6in., brown hair, green eyes, Esher, Surrey.
Linda (21), single, 5ft. 8in., brown hair, brown eyes, Deal, Kent.

Carol (18), single, 5ft. 2in., brown hair, blue eyes, Blackpool.
Anita (21), single, 5ft. 2in., brown hair, blue eyes, Blackpool.
Denise (39), divorced, 5ft. 5in., fair hair, green eyes, one daughter (6), Bristol.
Mary (29), divorced, 5ft., fair hair, blue-grey eyes, two sons, Basingstoke, Hants.
Dot (17), single, 5ft. 7in., blonde hair, hazel eyes, Harlow, Essex.
Lynne (16), 5ft. 7in., brown hair, brown eyes, Leeds.
Noreen (20), single, 5ft. 6in., blonde hair, green eyes, Leeds.
Elaine (20), single, 5ft. 4in., blonde hair, blue eyes, Kings Lynn, Norfolk.
Paula-Ann (16), 5ft. 2in., blonde hair, blue eyes, Bognor Regis.
Lesley (21), single, 5ft. 5in., brown hair, hazel eyes, Camberley, Surrey.
Lesley (21), single, 5ft., blonde hair, hazel eyes, Orpington, Kent.
Michelle (20), single, 5ft. 2in., fair hair, blue eyes, Bristol.
Lorraine (23), single, 5ft. 4in., brown hair, brown eyes, Bristol.
Janet (15), 5ft. 1in., brown hair, green eyes, Swanmore, Hants.
Carol (15), 5ft. 2in., fair hair, blue eyes, Bridge of Weir, Renfrewshire.
Patricia (19), single, 5ft. 5in., brown hair, brown eyes, Ryde, Isle of Wight.
Beverley (18), single, 5ft. 2in., fair hair, blue eyes, Ryde, Isle of Wight.
Cathy (26), divorced, 5ft. 3in., brown hair, green eyes, three children, Blyth, Northumberland.
Kate (20), single, 5ft. 5in., brown hair, blue eyes, Solihull, W. Midlands.
Jessica (29), single, 5ft. 7in., fair hair, green eyes, Birmingham.
Sheila (36), single, 5ft. 5in., auburn hair, grey eyes, Stafford, Staffs.

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| THURS 15th | POP NITE | FEDERATION & DJ JOHN THOMPSON | 8 till midnite | 70p |
| SUN 18th | DISCO | DJ RICHARD WOOD | 8 till 1130 | 30p |
| MON 19th | DISCO | DJ PETE CROSS | 8 till 1130 | 30p |
| THURS 22nd | POP NITE | FIRE BRIGADE & DJ JOHN THOMPSON | 8 till midnite | 70p |
| SUN 25th | DISCO | DJ RICHARD WOOD | 8 till 1130 | 30p |
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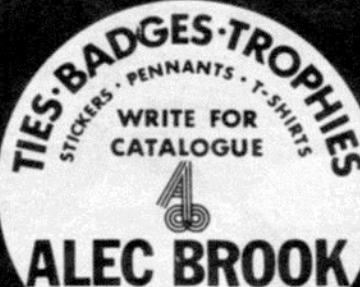
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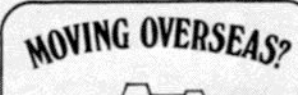
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New Director WRNS

Director of the Women's Royal Naval Service in the rank of commandant from July is to be Supt. Elizabeth Craig-McFeely. In addition to her overall responsibilities for the WRNS, she will advise the Admiralty Board on the Royal Navy's uniform and clothing policy.

Supt. Craig-McFeely, pictured here, was a teacher before joining the WRNS in 1952, and among places where she has held appointments are H.M.S. Ceres, H.M.S. Dauntless, Tyne Division R.N.R., Devonport, R.M. Deal, Chatham, and Scotland.

She was senior WRNS officer on the staff of the Commander Far East Fleet before joining the staff of the Director General Naval Manpower. Later she was in charge of WRNS recruiting and then joined the staff of H.M.S. Centurion.

Promoted Superintendent in 1977, she later that year took



up her present appointment, becoming the first WRNS officer to be Naval Director on the Naafi Board of Management.

P.M. meets B.A., R.N.

With a microphone to catch the words, CEMN1 John Lundrigan meets ex-sailor James Callaghan when the Prime Minister visited the Milton Keynes headquarters of the Open University.

Chief Lundrigan has gained a BA degree from the university, having carried out much of his study in his spare time while under the sea in a patrolling Polaris submarine. This meant he was not able to watch or listen to the course-related broadcasts.

He graduates with a degree made up of mathematics and technology courses.

Another man who has studied while in a Polaris sub is Lieut.-Cdr. Hamish Craig, at present on the staff of Flag Officer Submarines as oceanographic adviser. He has gained a degree in geology and biology, and now goes on to try for honours.

At present about 200 naval personnel are studying for degrees with the Open University. Assistance from the Service includes help with fees.

Picture: Bill Mackenzie, London.



You're welcome, Mr. Pearson!

Chatham Naval Club is especially keen to welcome as a visitor ex-Leading Seaman A. Pearson, now of the Royal Fleet Auxiliary, whose letter to Navy News (February issue) was critical of non-matelots sporting naval ties and claiming to be associate members of the club.

Mr. T. W. Forsey, hon. secretary, writes to point out that in a naval town, anyone can buy a naval tie, but the club tie is completely different, and can only be bought at the club by members.

ASSOCIATE MEMBERS

Under club rules, it exists for serving and ex-serving members of the Royal Navy and Royal Marines, but of the 250 members it is permitted to have up to 25 per cent. as associates.

"The associates are mostly from families of full members," says Mr. Forsey, "but Mr. Pearson's letter gave the impression that anyone can just go along and join."

"Next time he is in Chatham I hope he will come along and see for himself."

POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (Int) indicates that men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against

"Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during January.

Extracts of WRNS advancement rosters are given when an examination is required to qualify for the higher rates. WRNS ratings in the MT, Education and Quarters Assistant categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)/RS(W) — Int (14.3.78), 1; LS(EW)/LRO(W) — Dry, 1; PO(M) — Int (6.5.78), 2; LS(M) — Dry, 8; PO(R) — Int (22.12.77), 3; LS(R) — Dry, 3; PO(S) — Dry, 3; LS(S) — Dry, 8; PO(D) — Dry, Nil; LS(D) — Dry, 1; PO(MW) — 249, 1; LS(MW) — Dry, 3; PO(SR) — Dry, 1; LS(SR) — Dry, 1; POPT — 226, Nil; RPO — 281, 5; RS — 326, Nil; LRO(G) — Dry, 3; CY — 457, 4; LRO(T) — Int (13.9.77), 8; PO(S)(SM) — Dry, Nil; LS(S)(SM) — Dry, 1; RS(SM) — Int (7.12.76), Nil; LRO(SM) — Dry, 1; PO(UM)(SM) — Int (1.9.77), Nil; LS(UM)(SM) — Dry, Nil; POMEM — Dry, 5; LMEM — Dry, 28; POCEL — Dry, 5; LCEM — Int (16.10.78), 12; POEL — Int (11.1.79), 9; LOEM — Dry, 9; POEL — Dry, 9; LREM — Dry, 16; POWTR — 58, 5; LWTR — Int (6.2.78), 11; POSA — 307, 2; LSA — Int (3.2.77), 11; POCA — Dry, 1; LCA — Dry, 4; POCK — 458, 2; LCK — 74, 15; POSTD — 298, 3; LSTD — Int (6.12.77), 13; POMA — 255, Nil; LMA — 181, 9; POAF/POAM(AE) — 307, Nil; LAM(AE) — 207, Nil; POEL(A) — 312, Nil; LEM(A) — 187, Nil; POEL(A) — 93, Nil; LREM(A) — (1.7.77), Nil; POEL(AW) — Int (22.9.78), 1; LEM(AW) — Int (11.2.77), Nil; POA(AH) — 338, 2; LA(AH) — Int (25.3.77), 6; POA(SE) — 702, Nil; LA(SE) — Int (6.5.77), Nil; POA(PHOT) — 497, Nil; POA(MET) — 221, Nil; POACMN — 279, 3.

POWREN AF(AE) — 254, Nil; LWREN AM — 197, Nil; POWREN CK — Int (7.2.78), Nil; LWREN CK — Int (28.6.78), 3; POWREN DSA — Int (16.6.78), 1; LWREN DSA — Int (6.5.77), Nil; POWREN MET — 165, Nil; LWREN MET — Int (1.6.77), 1; POWREN PHOT — 229, Nil; LWREN PHOT — Int (14.8.77), Nil; POWREN R — 160, Nil; LWREN R — 105, 4; POWREN RS — Int (7.12.76), 2; LWREN RO — Int (15.3.77), 10; POWREN STD G — 323, Nil; LWREN STD G — Int (11.5.78), Nil; POWREN STD O — Dry, 1; LWREN STD O — Int (16.9.77), 1; POWREN SA — Int (5.9.78), 1; LWREN SA — Int (16.5.78), 3; POWREN TSA — 262, Nil; LWREN TSA — 236, Nil; POWREN WA — Int (21.10.77), Nil; LWREN WA — Int (17.12.76), Nil; POWREN WTR G — 77, 1; LWREN WTR G — Int (21.2.77), 2; POWREN WTR P — Int (1.8.77), Nil; LWREN WTR S — Dry, 3; POWREN DH — Int (6.5.77), Nil; POWREN REG — Dry, Nil.

APPOINTMENTS

Assistant Chief of Fleet Support

Capt. A. S. Tippet is to be Assistant Chief of Fleet Support in the acting rank of rear-admiral this month, and is to be promoted to the substantive rank in July.

At one stage in his career, Capt. Tippet was seconded as Marshal to the High Court Judge and was in chambers as a barrister. His appointments have included squadron supply officer to the 7th Destroyer Squadron; secretary to the Director of Naval Intelligence; secretary to the Flag Officer Middle East, followed by command of H.M.S. Jufair; and supply officer in H.M.S. Eagle.

MAJOR-GENERAL

In 1974 he became Director of Naval Officer Appointments (Supply and WRNS), and in 1976 Captain of the R.N. Supply School at Chatham and Flag Captain to the Flag Officer Medway.

Brig. J. J. Moore is to be promoted major-general and to be Major-General R.M. Commando Forces in August in succession to Major-General Sir Stuart Pringle.

Maj.-Gen. Pringle is to be Chief of Staff to the Commandant General Royal Marines in September.

Other appointments recently announced include:

Capt. N. Bearne, As Chief of Staff to Flag Officer Plymouth, April 4 (To serve as commodore).

Capt. E. M. C. Walker, As Chief of Staff to Flag Officer Medway and Captain of the Port and Queen's Harbourmaster Chatham, April 12.

Capt. A. J. Richmond, Cochrane in command and as Flag Captain to FOSNI and Area Co-ordinator (NPFS), July 24.

Capt. R. Richards, As Naval Director on Naafi Board of Management, June 27.

Cdr. M. F. O'Reilly, Temeraire in command, August 17.

Cdr. R. J. Lowndes, Herald in command, June 25.

Cdr. M. D. Bracelin, Ardent in command, July 24.

Cdr. G. P. Kinch, Ashanti in command, August 15.

Lieut.-Cdr. C. S. Tibbits, Porpoise August 14 and in command.

Lieut.-Cdr. R. V. Lake, Pollington July 9 and in command.

Lieut.-Cdr. A. J. K. Nicoll, Cochrane August 21 for Ocelot in command.

Lieut. J. M. Burrell-Nugent, Olympus April 3 and in command.

Lieut. D. A. K. Freeman, Peterel February 12, 1979 and in command.

Lieut. J. McCulloch, Flintham June 12 and in command.

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Some ships temporarily out of commission or shortly going out of commission are not shown, nor are some minor war vessels used for training.

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Aurora

Avenger
Bacchante
Battisaxe
Berwick
Brighton
Broadsword
Charybdis
Cleopatra
Danae
Dido
Euryalus
Fawn
Fox
Galatea

Hecate
Hecla
Jupiter
Leander
Minerva (on commissioning)
Mohawk (to Chatham late 1979)
Naiad
Penelope
Phoebe
Scylla (on paying off)
Sirius
Woodlark

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New rope for Valiant bell



The bell of the old battleship H.M.S. Valiant, hanging in the crypt of St Paul's Cathedral, now has a new rope presented by Cdr. Bill Organ, commanding officer of the present Valiant — a 3,500 ton nuclear hunter-attack submarine.

With him when he handed over the rope were members of the ship's company, namely LOEM Paul Montague, AB Andrew Fraser and OEMN1 Chris Clark.

Receiving the rope from Cdr. Organ (picture) on behalf of the cathedral was the Rev. Samuel Cutt, who served in the Royal Navy during the Second World War.

JUTLAND AND MATAPAN

The 13-inch rope was made by Mr. Norman Marshall, a rigger at Portsmouth Naval Base, and consists of a crown over coach whipping, a star knot, more coach whipping and a second star knot. The end of the rope is teased out.

The battleship Valiant from which the bell comes served under Jellicoe at Jutland, and under Cunningham at Matapan in 1941. Launched in 1914, she was scrapped in 1948.

St Paul's Cathedral's link with the ship goes back to the First World War, when members of the congregation provided small gifts for the ship's company.

Picture: Wren Caroline Whyntie

MERIT MEDALS

Presentations are now taking place in ships and establishments to personnel who have been awarded the Meritorious Service Medal, re-introduced into the Royal Navy after a break of about half a century.

As reported last month, a full quota of 59 awards has been made for each of the years 1977 and 1978. The rules say that the award can be made on completion of 27 years' adult service and that those selected must not only have continued to maintain the highest standard of conduct, but must have also demonstrated meritorious service in a wider sense.

For both 1977 and 1978 the quotas of senior ratings, warrant officers and N.C.O.s were selected from large numbers of recommendations.

SELECTIONS

Personnel selected to receive the MSM as 1977 awards were:

MAA C.B. Brennan (Blake), MAA G.D. Summers (Hecle), OEMN1 C.R. Gray (Revenge), FCCEL F.A. Holberry (CINC-FLEET), FCCEL R.S. Hughes (FMB Chatham), FCMEA(H) A.F. Moon (FMB Devonport), FCMEA(H) B.D. Robertson (Bulwark), CPOMEM S.F. Shum (Tamar), CPOSA J.A. Jamieson (Lowestoft), CCY C.J. Ayden (Norwich Careers), AAI J. Bremner (Greater London Careers), CPO L.G.E. Millett (Preston Careers), FMAA T.W. Wilkinson (Heron), FCSA R.P.E. Bean (Seahawk), FCCN N.J. Richardson (Heron), FCCEL(A) I.M. Gailie (Daedalus), AAI R.W. Gourlay (Heron), FCA(AE) P.H. Jones (Daedalus), FCAMN(AE) C. Johnson (Daedalus), CEL(A) F. Roberts (Daedalus), FCAA R.W. Wood (Daedalus), FCMEA(P) R.E. Osman (Britannia), CRS E.K. Ashcroft (Drake), FCPO J.K. Avhton (Vernon), CPO J. Bosustow (Raleigh).

CRS R.H. Cannon (RNR CTC Swansea), FCPO A.R.J. Hunt (JAAC Teddington), CPO J. Irvine (Drake), FCRS R.H. Lomas (Warrior), FCPS P.L. Newton (Flag Officer Plymouth), FCPO D.W. Pearce (Vernon), FCPO E.R. Shepherd (Vernon), FCPO A.G. Smith (Neptune), FMNA H. Tebb (Excellent), CPO J.E. Wallace (RNDQS), CMEM(P) J.R. Barley (Dolphin), CPO J.H. Woolcroft (RNDQS), FCMEA(H) E.G. Boynes (BRNC), COEMN A.E. Brown (Eaglet), FCOEA J.A. Carlton (Flag Officer Sea Training), CMEM W.J. Crews (Wessex), CMEM R.F. James (Severn RNR), COEL W. Stevenson (Severn RNR), MEA(P) I.G.T. Sutton (Neptune), CPOSA G.L. Dauncey (BRNC).

CPOSA G.R. Hooper (Drake), CPOWTR G.P. Mytom-Hart (Sussex), FCSTD A.B.

Sawell (Collingwood), CPOWTR V.N. Smithbone (Flag Officer Portsmouth), FCSTD F.G. Woodcock (Warrior), FCMA D.G. Fearley (RNH Plymouth), CWREN(R) P.G. Gann (President), WO2 R.W.N. Blunden (DRORM), WO2 I.S. Burgoyne (Reading Careers), CSgt H.A. Cole (Bristol Careers), CSgt G.R. Howe (RM Poole), WO2 A.R. Irvine (DNR), BD/SGT W.R. McConnell (RM Deal), CSgt G.D. Palmer (RNDQS).

Personnel selected to receive the MSM as 1978 awards were:

FMAA P. Robertson (Ark Royal), FCOEL R.W. Bray (Ark Royal), FCMEM G.H. Burket (FMB Devonport), FCMEMN(P) M.S. Cave (FMB Devonport), FCMEM C.W. Eldred (CINC-FLEET), FCMEMN(P) A.W. Pitts (Avenger), FCMEA I.G. Rogers (FMB Devonport), FCCEM J.C. Buckley (Arden), FCMEA(P) P.G. Tuck (Malabar), CEAI G.L. Winkworth (Newcastle), CPOWTR J.F. Nephem (Tamar), FCAA(AE) A.A. Clark (FOCAS), FCPS P. Anstey (Milton Keynes Careers), CPO A. Richardson (Manchester Careers), FCWTR B.W. Pilbrow (Heron), FCEL(A) R. Brown (Daedalus), FCEA(A) E. Goodwill (Heron), FCA(AE) W. Gower (Heron), A/CELMN(A) J. Parker (Sussex), FCA(AA) R. Sawyer (Osprey), FCWTR P.H. Grocott (Centurion), FCWTR K.E. Watkins (FOAIB), MAA K.A. Etheridge (RNDQS), FCPO R.G.H. Harris (Dolphin), CRS J.N. Hilder (Mercury).

MAA W.L. Jeckells (BRNC), FCPO L. Johnson (Neptune), FMAA J.V. Lovell (Drake), MAA R.V.S. McKie (Nelson), FCCY L. Murrell (Mercury), FCPO G.E. Taylor (Sultan), FCCY P. Whitlock (Mercury), CPO H.C. Bodle (Sussex), FCMEMN(P) P.J. Bills (JWS Shrivernham), CMEM L.W. Dalton (SCC London Area HQ), FCMEA(P) D. Dunford (Dolphin), MEA(H) M.F. Hewitt (Vernon), FCMEMN(P) J. Hymas (Dolphin), FCMEM R.S. McEwan (Caledonia), MEA(H) W.W. Romeling (Caledonia), FCOEA R.J. Strood (Collingwood), POMEA(P) W.C. West (Flag Officer Sea Training), POSTD N.G. Ashton (Neptune), CPOWTR S.J. Fawcett (Severn RNR), CPOWTR C.J. Gillies (RNDQS).

CPOWTR J.E. Parr (Drake), FCWTR K.R.J. Shoebrook (Drake), FCCK G.J.F. Swanton (RNDQS), FCWTR J. Tomlinson (Dolphin), FCMA J. Dongworth (Drake), FCMT A.R. Saunders (RNH Plymouth), CWREN R. Chisholm (Cochrane), SGT W.A. Dean (RNDQS), WO2 A.E. Coxon (CTC RM) WO2 C.J. Edmonds (Dorchester Careers), CSgt R.A. Hardwell (Wrexham Careers), WO1 M.H.J. Ruff (CDO LOG REGT RM), WO2 J.F. Rutherford (Greater London Careers), BD / SGT K.M. Turton (BRNC).

ROYAL NAVAL ASSOCIATION

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BRAINWAVE FROM SUTTON...

BRANCH NEWS

A suggestion that our R.N.A. page should "branch out" has come from Shipmate Northfield, chairman of Sutton (formerly Cheam and Worcester Park) branch.

His proposal is that we publish regularly a short article featuring an R.N.A. branch — giving its history, location, membership facilities and other attractions.

Such a feature, he says, is more likely to renew old friendships and recruit new members, than reports about "Joe Blogsby" becoming the treasurer of such and such a branch. It would also interest serving personnel, providing them with a ready guide to their local R.N.A. and the facilities on offer.

Shipmate Northfield's suggestion makes good sense to Navy News, who are investigating the possibility of providing such a series.

Memories

In any event, publication of branch news in its present form should not be affected as there are undoubtedly many shipmates who still enjoy reading about "Joe Blogsby," and events such as fund raising, celebrations, and other happenings on the local level.

Shipmate Northfield also asks if any reader has mementos or memories of the 1918 Hunt Class minesweeper, H.M.S. Salcombe, later renamed H.M.S. Sutton which served for 29 years before being scrapped in 1947. If so, the secretary of Sutton branch would be pleased to hear from them and put mementos on permanent display in their new clubhouse.

Club ownership is an aim many branches have in common and one which some, like St Helens, have been fortunate to achieve. They celebrated the first year of club ownership with an "outstanding Christmas period of parties" including some memorable ones for children who are not likely to forget their meeting with Father Christmas — a 20 stone ex-Jossman who delighted young and old alike.

Socially, it was a busy time too, for Wallasey, who held a dance at the Hotel Victoria, New Brighton, attended by 160 members, wives and friends, followed by a "Sods Opera."

Bad weather forced the cancellation of a sell-out New Year's Eve dance organized by Newton Abbot.

Harrogate's first social of the year was also affected by weather — but in a mild way. A sudden thaw caused a burst pipe and the

social at the Fo'c'sle ended with shipmates "swabbing decks."

The branch's "chief engineer," Shipmate Brian Ainge (vice-chairman) led a damage control party which quickly dealt with the crisis.

The next day some of the ship's company turned up to clean ship and the leak was repaired in time for Captain's Rounds by Capt. John Tait, commanding officer of the town's adopted ship, H.M.S. Cleopatra. He was later proposed

an honorary commodore at the branch re-commissioning.

Weather did not affect attendance at a social evening at Cwmbran which proved a very happy occasion, more so as Shipmate Clive Sutton, branch chairman, was made a life member by the Area secretary, Shipmate George Reed. Plans are afoot to welcome shipmates from Bremerhaven in April. This is a return visit for one made by members of the branch to Prince Eugen celebration in Bremerhaven in 1976.

Success

Those who recall reading in the October edition about the efforts made at local level and by Scarborough to have the grave of Sub-Lieut. Kenneth Boocock R.N.V.R. marked in Vero Beach Cemetery, Florida, will be interested to know that this has been achieved.

Scarborough were presented with an inscribed brass plaque for the gravestone by Webster's Brewery of Halifax. The plaque was taken to Florida by the curator of the Fleet Air Arm Museum and presented to Mr. Carl Pease, the U.S. naval veteran, to be placed on the gravestone.

Contact was also made with Sub-Lieut. Boocock's sister in Switzerland and his brother in Grimsby who have extended their thanks to shipmates of Scarborough for their efforts in having their brother's grave suitably marked.

Dagenham held their annual meeting on January 28 and installed Shipmate Percy De Court as the new branch president. A full social programme is planned for the coming months.



The death on January 1 of Shipmate Charlie Wheeler, pictured here, is a big loss to the Royal Naval Association.

Shipmate Wheeler served on the national council both as an elected member and also as vice-president for a long time and his name appears in the Charter. He was also vice-president of No. 1 Area and president of the Edgware and Mill Hill branch.

He was best known, perhaps, for his work as the Association Pensions and Welfare officer.

Those who would have liked, but who were prevented from paying their respects to Shipmate Wheeler may like to contribute to the Central Charities Fund in his memory.

OBITUARIES

Shipmate Norman Bruce, former Royal Marine, treasurer of Luton and Dunstable Branch and Club, died December 11.

Shipmate Alan Oliver, former Royal Marine, member of Luton and Dunstable branch, died December.

Shipmate Sidney Lewis Fowler, oldest member of Swindon branch, aged 84.

Miss M. K. Dorward, secretary Dundee branch, died January 6 as result of motor accident, aged 26.

Shipmate M. Atkin, founder member Scarborough Branch, served in the Second World War as a chief engineer in the Royal Naval Patrol Service, died January 26, aged 74.

CALLING OLD SHIPMATES

Mr. George Robinson, 101, Princes Close, Castlefields, Runcorn, Cheshire, WA7 2JT will be attending the Charybdis annual general meeting at the Royal Hotel, Bristol, in April and would be pleased to meet an old Bristol shipmate, known as "Bris" Notton, who served with him in H.M.S. Plym.

Mr. F. R. Flower, 1, Lancaster Avenue, Fakenham, Norfolk, former able seaman, who trained in H.M.S. Ganges between October 1911 and February 1912, and served in H.M.S. Falmouth and H.M.S. Weymouth when they were torpedoed during the First World War, would be happy to hear from any of his old shipmates.

Mrs. Kathleen Harland is preparing an official history of the Royal Navy in Hong Kong and would welcome any information particularly of early days. Contributions should go to Surg.-Cdr. Robert Harland, Base Medical Officer, H.M.S. Tamar, B.F.P.O. 1.

Mrs. S. C. Knight, Maadi, New Road, Holyport, Maidenhead, Berks, daughter of former PO Robert Park, who served in H.M. ships Theseus, Centurion and Eagle 1948-1953, is planning a party for his 25th wedding anniversary and would be pleased to hear from any of his former shipmates, particularly George Cowan.

Mr. R. J. M. Groves, Battramsley House, Lymington, Hampshire, SO4 8ND, telephone Lymington 72249, is writing a book on identification markings and colour schemes used by H.M. ships since 1850, would welcome information or photographs of Hunt Class destroyers showing flotilla funnel bands used during the Second World War, particularly in the Mediterranean, also types of funnel markings used by escort groups.

Mr. J. H. Duerden, 83, Link Way, Hornchurch, Essex, RM11 3RN, ex-airman of 815 Squadron, H.M.S.

Illustrious, first commission 1940, would like to contact any survivors up to 1941, who may be interested in some original photographs. He would also welcome information about 815 Squadron or H.M.S. Illustrious reunion activities.

Mr. E. J. White, 97, Grandison Rise, Tupsley, Hereford, HR1 1PR, would like to hear from anyone who served in H.M.S. Isis (1937-41) or MTB 241.

Mr. R. P. Devaney, 39, Burnbeck Gardens, Wollaton, Nottingham, would be pleased to hear from old shipmates who served in H.M.S. Exeter 1933-36.

Mr. N. C. Newman, 61, Barnehurst Road, Bexleyheath, Kent, DA7 6HA would like to contact any shipmates who served with him in H.M.S. Hermes 1934-37 or from anyone of 209 W/T and V/S Class H.M.S. St Vincent, 1930-31. He is also a survivor from H.M.S. Hermes 1942.

Mr. S. A. Kerslake, 28, Homestead Drive, Fleetwood, Lancs, FY7 7NF, ex-Royal Naval Patrol Service petty officer, would like to hear from survivors picked up by the armed escort trawler H.M.S. Northern Gem, in which he served from September 1939 to July 1943.

Rev. I. J. Vincent, St Andrew's Church, H.M. Naval Base, H.M.S. Drake, Devonport, Devon PL2 2BG has returned from the U.S. where he met Chaplain Harry MacCall U.S.N. whose mother and father — Beulah and Harry MacCall — formerly of 45, Fairchild Avenue, Morris Plains, New Jersey — are well known to many R.N. sailors who were billeted with them from 1943-45. Mr. and Mrs. MacCall have an album of pictures of these sailors. Those interested should contact either the Rev. Vincent or Mr. and Mrs. MacCall, 59, Whitman Street, Bricktown, New Jersey, 08723 U.S.A.

Mr. George Young, Queensland, Halifax County, Nova Scotia, Canada, is anxious to trace former Lieut.-Cdr. W. L. Puxley, who was captain of the destroyer H.M.S. Montgomery 1941-43 before being promoted Captain 'D' at Halifax, Nova Scotia.

Mr. W. J. Roper, H.M.S. Belfast Staff Social Club, Symons Wharf, Vine Lane, Tooley Street, London, S.E.1, wants to contact anyone who served in H.M.S. Broadway, 1941, and H.M.S. Ledbury, 1942.

This magnificent, 7ft. 2in. model of H.M.S. Hood, which took 20 years to complete, stirred many memories when it was exhibited by Mr. Chris Alford, of Abbey Wood, Kent, at a meeting of Sidcup Branch. The model, in Mediterranean light grey livery, was built with meticulous care. An "honorary view" went to the British Legion Poppy Day Fund.

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REUNIONS

It is hoped to arrange a reunion at the Fleet Air Arm Museum, R.N. air station Yeovilton at Easter, for officers of the 20th Carrier Air Group (805 and 816 Naval Air Squadrons) embarked in H.M.S. Ocean 1946-48, and their ladies. Accommodation may be available for unaccompanied officers. Details from Lieut.-Cdr. J. Corbett, Fleet Air Arm Museum, R.N. air station, Yeovilton, Somerset.

H.M.S. Lion reunion will be held in the Victory Club, H.M.S. Nelson, Portsmouth, on May 18. Details from Lieut. P. Thompson, 13, Norman Close, Littlehampton, Sussex BN17 6BY.

So successful was the 852 Naval

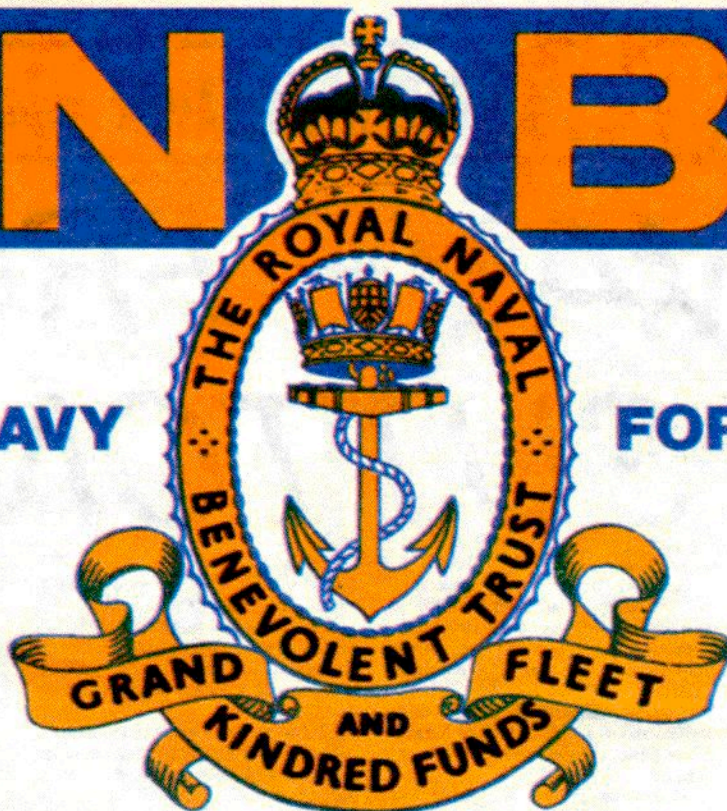
Air Squadron reunion at The Victory Services Club, Seymour Street, London, on December 2, that it was unanimously agreed to hold a second reunion at the same venue on September 22. Those interested should contact Mr. C. Bristow, 109, Shepherd's Lane, Dartford, Kent DA1 2PA.

The Achilles Association of New Zealand will celebrate the 21st anniversary of their formation during the week-end August 18 to 20. All officers and men who served in the 1933 cruiser H.M.S. Achilles, later HMNZS Achilles, are invited to attend the celebration in Auckland. For details write to W. J. Berridge, 5, Conway Road, Mount Eden, Auckland 3, New Zealand.

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BY THE NAVY

FOR THE NAVY



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on February 14 1923. Its job is still to train R.N. personnel for employment after leaving the service. Students now contribute £30 and the Ministry of Defence makes a grant to R.N.B.T. to cover overhead and running expenses.

Courses last four weeks and dates have already been arranged until 1981. Applications for the Pre-Release Vocational Training Course in Motor Driving at the Naval School of Motoring should be made to the Commodore, H.M.S. Nelson, Portsmouth. Details of courses are in DCI RN 521/78 and applications should be made in accordance with the procedure given in BR 1979, chapter 12.

....as the Ark sailed to her rest

CHARITY BEGINS AT HOME

The lads of H.M.S. Ark Royal certainly support the old adage that "charity begins at home" because their representatives on the Welfare Committee decided that on paying off, a third of its funds should be given to the Royal Naval Benevolent Trust in recognition of the long standing association between H.M.S. Ark Royal and the naval community in Plymouth, and the important contribution made to naval welfare in that area by the R.N.B.T. The amount to be donated will be calculated when all bills have been settled in March 1979 but whatever the figure it really is tangible proof of the support given by the ship's company of H.M.S. Ark Royal and recognition of the Trust's motto "By the Navy for the Navy".

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NATO's Atlantic force takes a bow off Gib

Ships of NATO's Standing Naval Force Atlantic made an impressive sight off Gibraltar last month (right) as the force concluded its part in Exercise Test Gate.

From left to right in the photograph by M/Cpl. W. Loane C.A.F. are U.S.S. Paul, H.M.S. Ariadne, H.M.C.S. Iroquois (flagship), H.M.S. Sheffield, H.M.N.I.S. Eversten and F.G.S. Lubeck.

The Ariadne is now the longest-serving ship in the force, having joined it in September, 1978. She will remain with the force for much of 1979.

STANAVFORLANT's programme is a busy one, including many exercises and training periods as well as frequent visits to foreign ports.

In her early months as a member of the force the Ariadne visited Rotterdam, Aarhus in Denmark, Copenhagen, Kiel and Lisbon.

After Christmas leave, the force re-formed at Plymouth, with the Ariadne the only ship remaining from the 1978 group. For ten days the broad pennant of STANAVFORLANT's commanding officer, Canadian Commodore G. L. Edwards, was worn by the Royal Navy frigate while the designated Canadian flagship

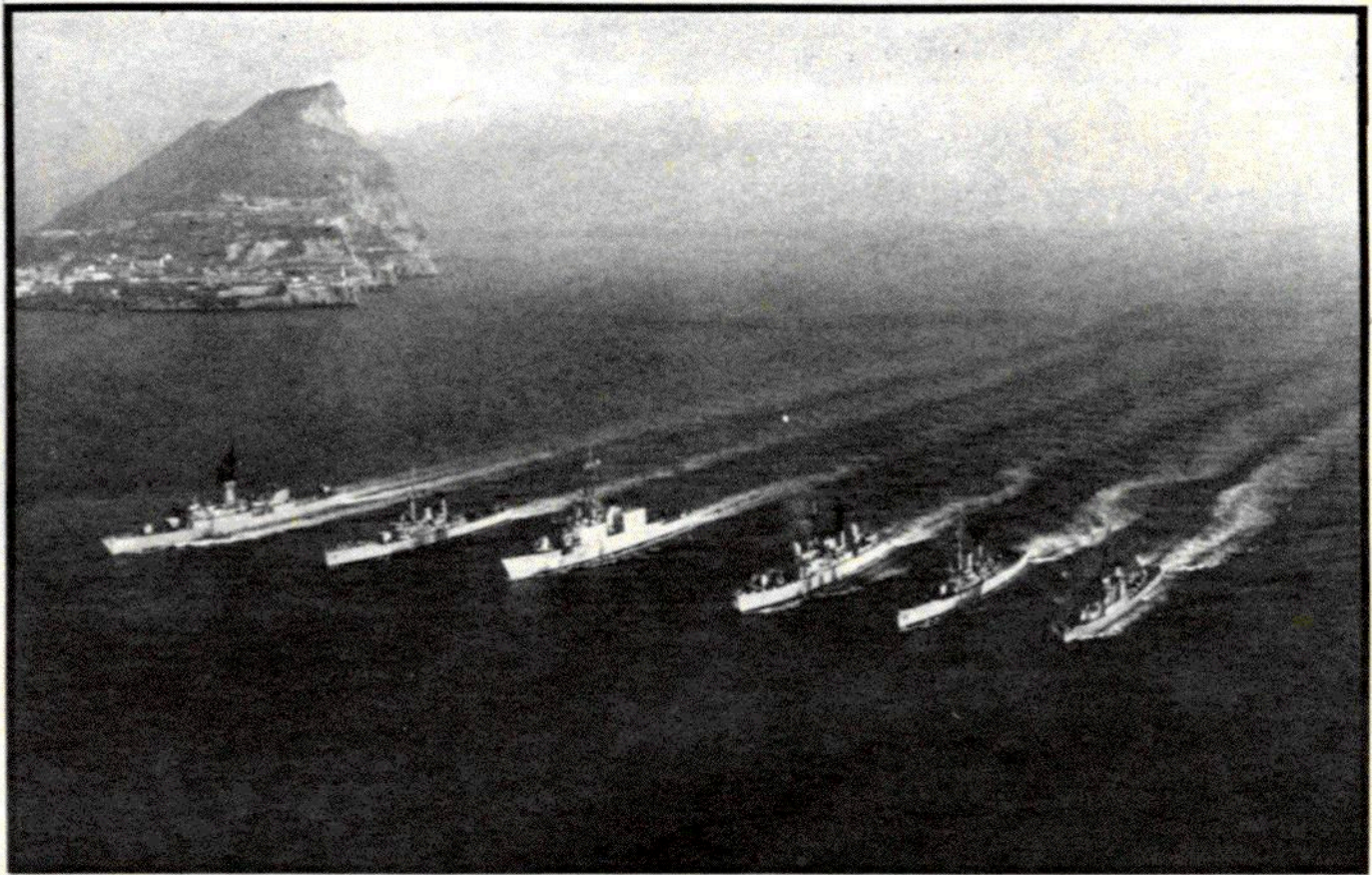
Iroquois was on passage eastwards across the Atlantic.

Fifty under-privileged children were entertained in the Iroquois as the ships gathered in Plymouth.

After two weeks working up in the Plymouth areas, the force sailed for the exercise in the Gibraltar areas.

Then the ships steamed north to Lisbon for a ten-day self-maintenance period, followed by a further exercise before splitting for visits to French ports.

The Ariadne is due to visit Lapallise, later to be joined by the Sheffield and the Norwegian frigate Bergen.



NAVY SHARES ART PRIZE



Television personality Richard Baker congratulates Cdr. Rex Phillips on sharing the prize for the best painting by a serving member of the Armed Forces. In the background is Cdr. Phillips' oil painting of H.M.S. Ark Royal.

Picture: Elinor Owen

An increase in the number of paintings submitted to the Armed Forces Art Society exhibition, held last month in the Mall Galleries, London, indicates that arms and the arts are not just compatible but respectably wed.

The Royal Navy topped the entries sent in by serving personnel with an oil painting of H.M.S. Ark Royal by Cdr. Rex Phillips sharing the £50 first prize for the best painting by a member of the Forces. A watercolour titled "Summer" won a high commendation for Sub-Lieut. G. Horne.

More than 450 paintings and sculptures were on view and as the work embraced the professional artist as much as the amateur the exhibition was a stimulating one with a diversity of talent and techniques on view.

The exhibition, open to serving personnel and to those who have served in any branch of the armed forces, provides Service personnel with the opportunity to put their paintings on view in a top London gallery and in due course to be considered for election to membership of the Society.

It provides the viewer with the opportunity to spot new talent and to buy original work at a modest price. This year's prices started at £25 and considering the effects of inflation, there were some paintings — particularly watercolours by established professional artists — which by any standard were a "snip" at £60.

MORE EXTENSION BILLETS

A new opportunity now exists for men to be recruited on Extended Service engagements to fill a number of Active Service billets in many areas.

Those ratings and ex-ratings who have already applied for Extended Service will be considered for these billets automatically, and other volunteers should forward their names (through their own commanding officers) to H.M.S. Centurion for the attention of the Drafting Control Officer.

These billets are in addition to those listed below, which are currently vacant. One billet is available in each case, except where stated:

Captain SM1: MEA(P)1. Chatham FMG Static: MEA(P)1. H.M.S. Collingwood: REA1 (9); CEA (3); OEA (7); CEA/REA: CREA / COEA / CCEA; REA/CEA: CPO(OP)S(S); CPO(OP)S(M); CCEA: H.M.S. Cambridge: CPO(OP)S(M) / PO(M); H.M.S. Dolphin (JSSC): CPO (any) Offshore skipper. H.M.S. Dolphin SM School: CMEM(SM). H.M.S. Dryad: PO(R); CPO(OP)S(EW). FMB Devonport SMRU: REA: MEA1 / MEA2. FOSM and SUBELANT: OEA1 / OEA2; CEA1 / CEA2. H.M.S.

Mercury: CCY. MCTC Colchester: CPO (any). H.M.S. Neptune: MEA(P)1 / MEA(H)1; MEA(H)1; CPO(OP)S(R); CEA(SM); MEA(P)1(SM); CEA1(SM) / CEA2 (SM); REA1(SM); OEA1(SM) / OEA2(SM) (2); MEA(P)1. R.N.R. South Wales: CRS. R.N.R. Tyne: CPO(OP)S(MW) / PO(MW). R.N.R. Wireless: CRS (2). R.N.R. Ulster: COEL. SMA/RSMA Portsmouth: CMEA / MEA1; CREA / REA1. H.M.S. Sultan: CMEM (5); POMEM; CMEA(P); MEA(P)1 (2); MEA(P)1 / MEA(H)1; CEA/REA; MEA(H)1 (3). H.M.S. Vernon PO Craft: OEA1.

The following billets in SMA/RSMA Portsmouth will become available from April 1, 1979: CCEA (2); CREA; REA1 / COEL / POEL / CEA1 (2); COEL / POEL (2); CMEA / CMEA(H) (2); MEA / CMEM / POMEM / MEA(H)1 (4).

Ships at war — on canvas

The Battle of the Atlantic during the Second World War has been vividly captured on canvas in a series of 17 oil paintings by Hampshire artist David Cobb.

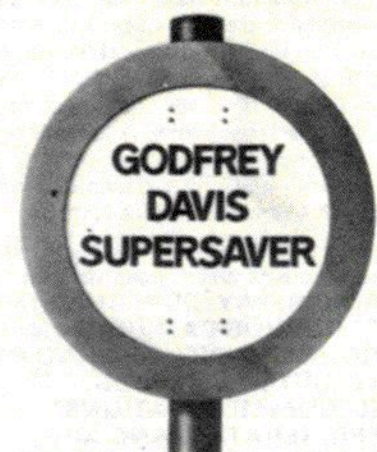
The paintings, which are on view until the end of summer in the print room of the Royal Naval Museum in Portsmouth, were commissioned by the Museum Trustees.

They represent the first stage of an ambitious plan to record the entire war at sea and will be followed by a similar series covering the Mediterranean and Pacific campaigns.

Each painting, which has been carefully researched, makes its own powerful statement on the reality of war, be it the last moments of H.M.S. Hood or the vividly captured air attack on a channel convoy.

Mr. Cobb fought during the war as an officer in the Royal Naval Volunteer Reserve. He was first lieutenant of H.M.S. Canna, an island class anti-submarine mine-sweeping trawler, and ended his career as Control Officer MTBs in the North Sea.

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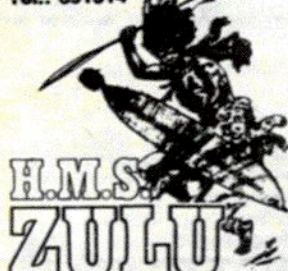
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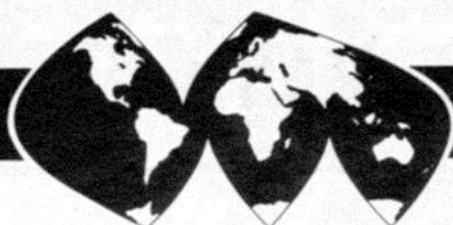
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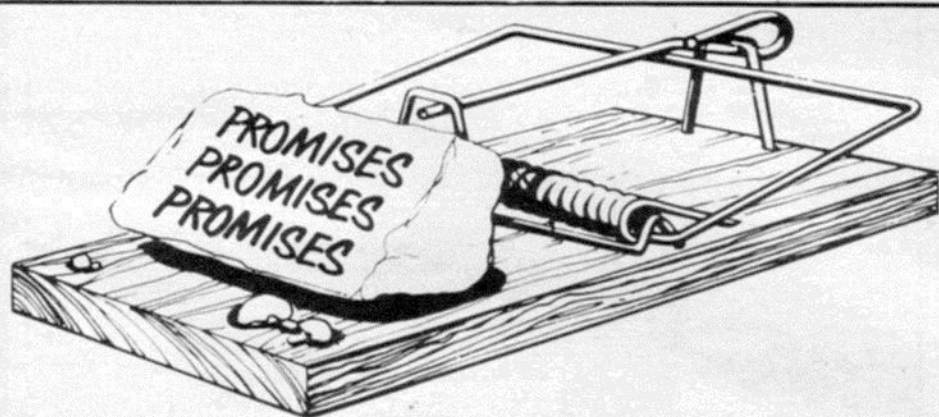
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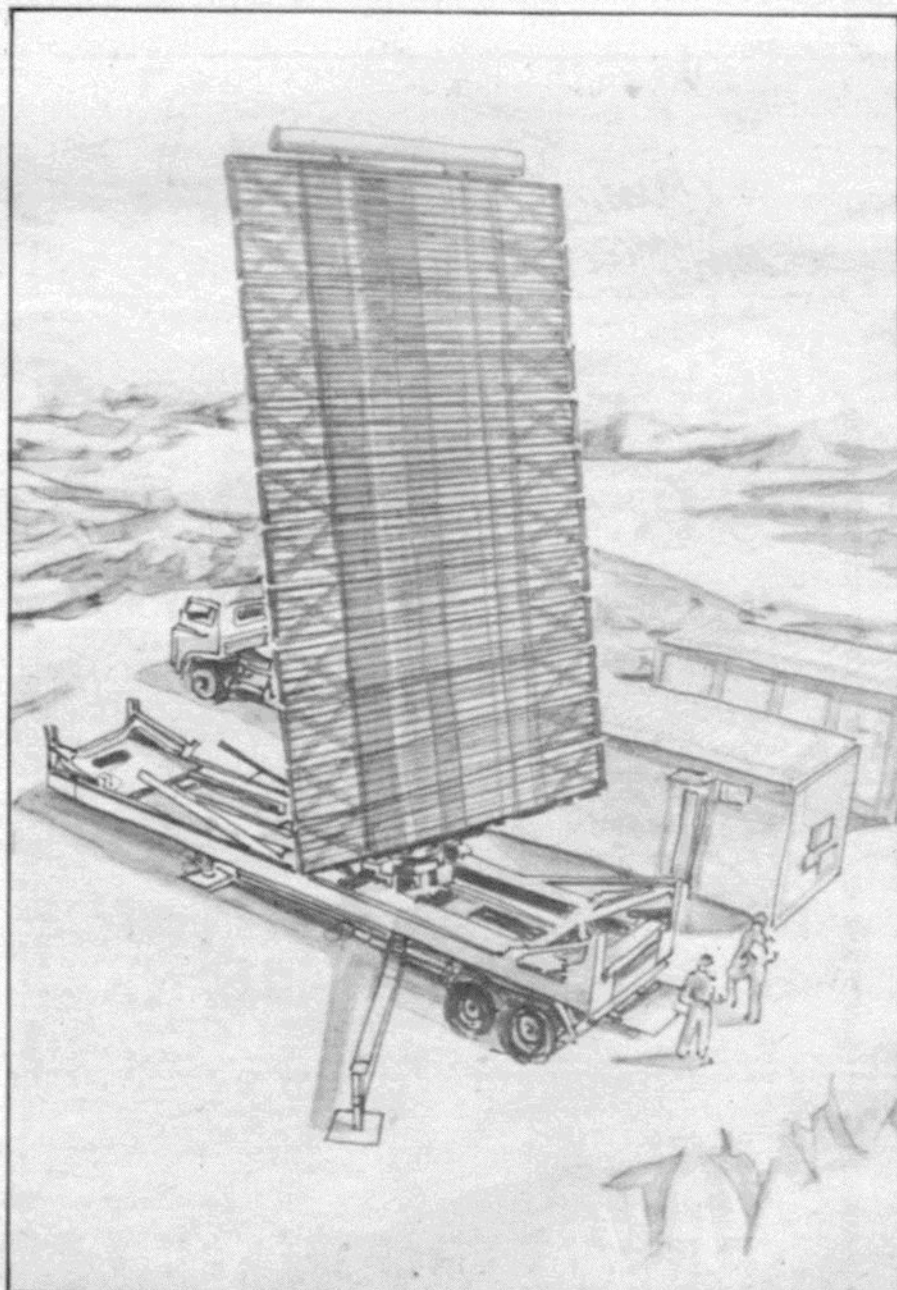
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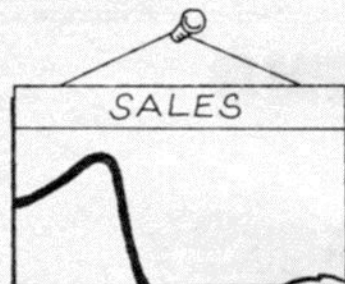
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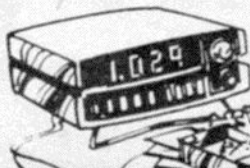
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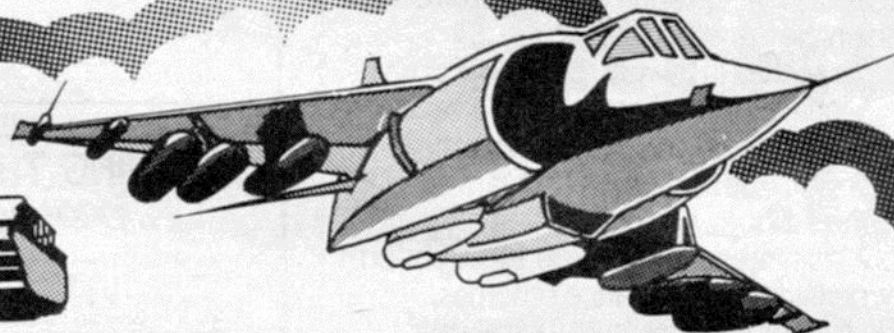
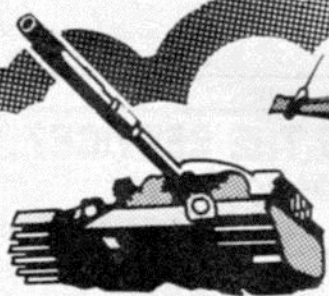
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SPORT

THAT'S JUST THE TONIC

The Navy's Under-21 side scored a memorable 1-0 victory over the full Cornwall senior side at Plymouth to wipe away some of the blues caused by their weather-hit programme.

So far this year, the Under-21s have played four games and had three snowed off.

Mid. Howard Bates scored his first goal for the Navy to put the team in front against Cornwall. And with everyone contributing to a great team effort, the lead was held and a notable win recorded.

Other results have been less successful. Mid. Nigel Allfrey scored for the Navy in their 2-1 defeat at the hands of Southampton University, and the Navy were also beaten by Somerset U-21 (2-0) and West of England U-19 (6-0).

MIDLANDS

After fixtures against Sussex and Hampshire, the Navy Under-21s tour the Midlands from March 14-18 to sharpen up for the Inter-Services with games against Notts, Leicestershire and Derbyshire.

The Inter-Services tournament is at Aldershot on March 19, 20 and 21, when the Navy will be defending their title. A Combined Services squad is then named for several matches, including the international Folkestone Festival from April 13-16.

HAMBURG

Sub-Lieut. Andy Gregory (R.N.C. Greenwich) travelled

HOCKEY

with the England indoor team to Hamburg, played in every match and scored a few goals.

CPO Dave Sidall (H.M.S. Dolphin), meanwhile, is travelling in midweek to Welsh training sessions and is now a fully fledged member of the Welsh indoor team. Unfortunately for the Navy, he is due outside in the near future.

SELECTORS

PO Jan Keal (H.M.S. Drake), the Navy coach, has been ratified as one of three national indoor selectors, but will be going to sea soon, effectively robbing country, Navy and Combined Services of his services.

Lieut. John Cawley (H.M.S. Mercury) is also very involved in the national indoor hockey scene.

The Navy's two Under-21 internationals, CEA APP Allyn Lamb (H.M.S. Collingwood) and MEM Steve Enticknap (H.M.S. London) have both trained recently with their national squads, although Wales are destined to lose Enticknap to sea service for the next few months.

Portsmouth Command narrowly failed to reach the last eight of the Rank Xerox national indoor hockey club championships.

In earlier rounds of the competition, Portsmouth became the champion command of all three Services, thus qualifying as one of the last 32 teams in the championship.

To qualify for the final eight, Portsmouth had to head a pool of four at Accrington, led by European champions Southgate.

FREEZING

After waiting six hours in the freezing sports centre for snow-bound opponents to turn up, Portsmouth were beaten 7-6 in the dying seconds by Sunderland. Lieut. Roger Evans (2), Sub-Lieut. Andy Gregory (3) and PO Barry James scored the Navy goals.

Portsmouth had to beat mighty Southgate to qualify for the finals, and came close to achieving this in a fine match which ended as a 6-6 draw. Evans (2), Gregory (2), LREM Steve Powell and James scored the goals.



Here's how the "Professionals" do it! Lewis Collins, alias Bodie in the popular television series, lines up on target with a little help from Wren Meryl John of H.M.S. Pembroke (left) and Wren Linda North of H.M.S. Warrior. Lewis was a welcome visitor to the Women's Inter-Service smallbore rifle championships at H.M.S. Daedalus last month.

The competition was won by the WRAF, with the Wrens team second and the WRAC third.

There were eight newcomers to the WRNS team, and only two, Wren Janet Ganley and PO Wren Stanley, had shot in Navy colours before. PO Wren B. Green won the NSRA medal for the best score made by anyone in the Navy team who had not previously won this award.

Scores were: 1, WRAF 1,920 points; 2, WRNS 1,901; 3, WRAC 1,854.

SHOOTING

Collingwood A v. Mercury A; Daedalus v. Excellent; and Nelson v. Seahawk B.

Highest individual score in the first round was shot by that man CPO Restall (199 out of 200), whose team, H.M.S. Dryad, was beaten by Excellent.

H.M.S. Nelson is holding an inter-part rifle competition for teams of four during March. The final is on March 22.

'COME AND TRY'

The Royal Navy Target Rifle Club is holding its "come and try" day at Longmoor Range, Liss, Hampshire, on Sunday, March 18. The day is intended for naval personnel who have never fired in competition, and the emphasis will be on shooting rather than coaching.

Shooting starts at 0930, and anyone interested should contact CPO Wombell, honorary secretary, RNTRC, H.M.S. Excellent, for further details.

Heron win indoor hockey

H.M.S. Heron beat H.M.S. Pembroke in the final to win the R.N. Women's Inter-Service indoor hockey tournament staged in H.M.S. Nelson.

The final was decided on penalty flicks after the game had ended in a 1-1 draw. Heron won the penalty decider by three goals to two.

Portsmouth's lucky 13

Portsmouth and Medway have won the Inter-Command smallbore rifle competition for the 13th year in succession.

The A team scored 3,897 points to finish a long way ahead of second-placed Naval Air Command (3,791). Plymouth and Scotland (3,778) and Portsmouth and Medway B (3,742) were third and fourth.

Best individual score was returned by CPO Mick Restall (H.M.S. Dryad), who posted 398 out of a possible 400.

Restall was also prominent in the first round of the 1979 R.N. short range smallbore rifle championship, in which he was runner-up last year. He was fourth among the 37 competitors to qualify for stage two of the 1979 competition.

Last year's champion, LAM John McDermott (H.M.S. Heron), got off to a flying start by recording the highest possible

score in stage one, 200 out of 200. Second and third were Cdr. P. Probert (Bureau West) and FCPO J. Harbige (H.M.S. Excellent).

CPO Mick Reed (H.M.S. Heron) led the field after stage one of the pistol championship, followed in the 14 qualifiers by Lieut.-Cdr. J. R. Adshead and CPO John Gamblin.

SEAHAWK DOUBLE

H.M.S. Seahawk were aiming at a double assault on the Inter-Establishment smallbore pistol competition after getting their A and B teams through to the semi-finals.

Seahawk A were drawn against SM Refit Group, Rosyth, and Seahawk B had to beat H.M.S. Daedalus to reach the final.

Two H.M.S. Collingwood teams reached the draw for round two of the Inter-Establishment rifle competition. Draw for the round was: Cochrane v. Collingwood B;

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SPORT

SQUASH

BAWTREE DOES IT AGAIN!

The climax of four days of excellent competition squash at the Navy championships was the final between top seed Lieut.-Cdr. Robin Bawtree and MEMN(P) Frank Smith (seeded No. 2) in which Bawtree achieved his 11th championship win since gaining his first victory as a cadet in 1962. This unparalleled and richly deserved success is particularly welcome in a season which has seen a resurgence of enthusiasm in Navy squash circles.

The championship began with a re-arrangement of the seeds due to the withdrawal of No. 2 seed CPO Geoff Huggins because of illness. The early rounds contained no major surprises but Lieut. Peter Des Clayes played well against Smith without being quite able to take a game, and Colour Sgt. Dave Humphries extended Lieut.-Cdr. Mike Sauvage (seeded 6) in a hard four-game match in the second round.

Best match of the second round involved Sub-Lieut. Irvine Pratley (seeded 4) and the unseeded Lieut. Alec Johnstone, who has been achieving some good results in the West Country this season. Starting at tremendous pace, Johnstone took the first game 9-3 and looked set for an upset win.

VENUE CHANGE

Pratley battled back and it was unfortunate that at this stage a change of venue to the Camden Centre was made necessary by a leaking court. After the move Johnstone could not reproduce the accuracy of the first game and eventually went down 3-1.

Bawtree, having had a bye and a walk-over in the first two rounds, showed his traditional championship form against LRO Clive Bell in the third round and the remaining seeds also won their matches to go into the quarter finals.

VULNERABLE

Smith looked surprisingly vulnerable to an inspired CEA Heath, losing the first game and almost the second before winning 3-1. LCK Duthie, who had flown home from Gibraltar for the event, surrendered rather tamely to Sauvage, having looked very sharp in his second round match. However, it is clear that his game has improved considerably during his time abroad and he should be a force to be reckoned with when he returns to the U.K. squash scene.

In the quarter finals, Pratley had another hard match, this time

against No. 5 seed Lieut.-Cdr. Colin O'Keeffe. Playing beautifully controlled and accurate squash, O'Keeffe won the first two games and started strongly in the third, but against his very fit opponent he could not clinch the vital points.

RETIREMENT

Lieut.-Cdr. Philip Pool (seeded 3), somewhat short of practice, reached his semi-final very much more easily than he would have wished, having a walk-over in the third round followed by an early retirement by Sauvage in the

quarter final, necessitated by a pulled muscle.

Bawtree produced an amazing display of winners and high pressure squash to beat Pratley in the first semi-final. Most spectators agreed that they had not seen the champion take the ball as early for a long time.

The other semi-final produced a fine and very long match before Smith beat Pool 9-7 in the fifth game.

HIS VICTORY

And so to the final where Bawtree duly achieved his victory,



Lieut.-Cdr. Robin Bawtree

Champagne winners

The Director WRNS, Commandant Vonla McBride, pours the champagne to celebrate the Navy's triumph at the 1979 Women's Inter-Service squash championships. From left to right are PO Wren Mair Dees (reserve), Commandant McBride, L Wren Ethel McMahon, First Officer Hope Gosse, First Officer Jenny MacColl (holding the trophy), LWPT Sue Oldman and CWren Jill Lomax.



Picture: LA(Phot) Richard Drew.

UNDER-25s

The inaugural Under-25 championships proved a triumph for Peter Des Clayes, who beat Sub-Lieut. Tim Burns 3-0 in the final having reached that point without losing a game.

In the plate semi-finals, Sub-Lieut. Bill Johnson, having lost to Des Clayes in the Under-25 event, gained his revenge only to lose to the in-form Alec Johnstone in the final.

In the veterans' event, Lieut.-Cdr. Hugh Rump won the final, beating Capt. Brian Shattock in a hard fought four games.

but not without a spirited performance from Smith, the ratings' champion. After losing the first game, Smith fought back well to level at 1-1 playing a superb length and moving Bawtree to all corners of the court.

The effort of taking the second game took its toll however, and the tiring Smith could not cope with the pressure, and in particular his opponent's disguised forehand drop in the 3rd and 4th games. Bawtree took these games to defeat Cpl Fergus 3-0 at No 4 and level the match score at 2-2.

EXCITEMENT

With the WRAF holding a winning 3-1 lead over the WRAC, and the Navy having beaten the WRAC 3-2, the stage was now set for the deciding

Amid tremendous excitement, the WRNS squash team won the Women's Inter-Services Squash Championship at Portsmouth to end a seven year period of domination by the WRAF.

The team achieving this success was LWPT Sue Oldman (H.M.S. Osprey), First Officer Jenny MacColl (CINNAVHOME), CWren Jill Lomax (H.M.S. Dryad), LWPT Ethel McMahon (H.M.S. Neptune), First Officer Hope Gosse (H.M.S. Heron), and reserve PO Wren Mair Dees (H.M.S. Sultan).

EXCELLENT

The tournament got off to an excellent start for the Navy when Ethel McMahon produced her usual

firm brand of squash to beat the Army No. 4 Cpl Cowie in three games.

However, the Army No 3 evened the score with an exciting 3-2 victory over Jill Lomax. Jill, recently back from Naples, looked a little out of touch in losing the first two games, but then fought back magnificently to level at 2-2.

The Army match continued with a convincing victory by the experienced Hope Gosse, and with Jenny MacColl having beaten Capt. Dixon 3-0 in the afternoon, the defeat of the new WRNS champion, Sue Oldman, by Inter-Services champion Sgt Sue Touniey, did not affect the issue.

Twelve times WRNS champion and ex-Scottish International Jenny MacColl continued her winning way by getting the Navy off to a good start against

match in which Hope Gosse played WRAF No 5 SAC Bond. With both sides hoarse with excitement, Hope survived a crisis to take the first game 10-9 and when she won the second 9-1 all seemed to be over.

But her opponent summoned her reserves to take the third game 9-3 and the championship seemed open once again. Hope was not to be denied however, and playing controlled sensible squash she took the fourth game 9-5.

This was a famous victory and reflects the dedication of the WRNS players to improving their team effort this season. A most encouraging aspect of this victory was the performance of the reserve Mair Dees who played well to win both her games. This strength in depth augurs well for the future.

CROSS-COUNTRY

Weather sets an icy test

Freezing conditions and high winds turned the Portsmouth and Naval Air Command cross-country championships into tests of endurance as well as fitness and speed.

The Portsmouth title was won by H.M.S. Nelson, with Lieut. Alan Ratcliffe (H.M.S. Herald) first across the line at H.M.S. Dryad. PO Andy Cullen (H.M.S. Collingwood) and Lieut.-Cdr. Brian Davis (H.M.S. Dryad) were second and third in the individual placings.

Air Command ran their race at H.M.S. Osprey and endured the same icy weather. H.M.S. Heron

took the team honours, while the individual title went to Lieut. Alvin Rich (H.M.S. Osprey), followed by LAM Jim Loveday (H.M.S. Osprey) and Lieut. Danny McFadzean (H.M.S. Heron).

PLYMOUTH

The Plymouth race, at H.M.S. Cambridge, was run in wet, muddy conditions, and was won by H.M.S. Raleigh. First home was PO Terry Osborne of Raleigh, followed by CPO Keith Cawley (H.M.S. Drake) and PO Dinger Bell (H.M.S. Royal Arthur).

Winner of the junior race at Cambridge was JNAM Coles (H.M.S. Raleigh), with H.M.S. Fiscard taking the team title.

The Navy cross-country championship was taking place at H.M.S. Dryad on February 24. With the champion, Lieut. Rees Ward, not running, it was likely to be a wide open race for the 100 or so competitors.

The Inter-Services cross-country is at Blackdown, Camberley, on March 9.

MARATHON

Entries are now being accepted for the Inter-Services marathon, which incorporates the Navy championship and will be held at R.A.F. Swindon on April 5. For further information contact RELMN(A) Trevor Walhen, the Navy athletics coach, at the Sports Office, H.M.S. Nelson (Dockyard extension 24132).

ROAD RACE

Cdr. J. J. McDonough has taken over as the R.N. Athletics Club (South) road running secretary from Lieut.-Cdr. Bob Pape. Navy runners wishing to compete on the road should contact him c/o Chief Polaris Executive, Room 127, Main Building, MOD, Whitehall, London SW1.

Next road race will be the Worthing Ten on March 31.

R.M. indoor tennis title

The Royal Marines staged their first indoor tennis championship in the new sports centre at C.T.C.R.M. on February 3-4. Though three of the top players were unable to compete, the current R.M. singles champion, Mne Barrie Nash, emphasized his superiority by easily winning the singles event, and with WO2 Len Huff, C.T.C.R.M., also won the doubles event.

Wrens end WRAF reign

SPORT

Kenealy,
boxers get
top awards

The Navy boxing team and POPT Tim Kenealy, the Modern Pentathlon champion, have been named the Royal Navy's "sportsmen of the year."

The boxers, who last year won everything in sight and produced five internationals, have been selected by the R.N. and R.M. Sports Control Board for the Sports Control Board Cup for 1978.

Tim Kenealy (H.M.S. Nelson) has been Navy Modern Pentathlon champion since 1975, became Inter-Service champion in 1978, was third in the national champion-

ships, and has been a Great Britain international since 1976. He has been short-listed for the 1980 Olympic Games.

The Sports Control Board have awarded him the NATO Cup for 1978.

Runners-up for the team and individual trophies were the R.N. marathon team, who had an important success in Washington DC, and Sub-Lieut. David Hosking, international sculler and Durham University student, who is leading the fight to put Navy rowing back on the Inter-Service map.

Navy soccer
beats the
freeze

The weather man has smiled on Navy football despite the Arctic conditions which have ravaged the country's fixture lists. Navy representative matches have so far been unaffected, writes Jack Sheppard.

This has allowed the Navy an uninterrupted build-up to the Inter-Services matches against the Army at H.M.S. Pembroke on March 7 and the R.A.F. at R.A.F. Cosford on March 14.

The Navy's first ever fixture against the British Post Office was decided by a goal from skipper Tommy Johnson (H.M.S. Excellent). At the other end of the field, Tony Miklinski (CTCRM) kept a clean sheet with some remarkable saves.

The Navy responded to H.M.S. Pembroke's excellent organization of the game against London University by winning 4-1. Gary Smith (FONAC Band) and Paul Dixon (CTCRM) combined well in defence, while Ron Vercesi (Culdrose) scored a goal in each half, and Kevin Maddocks (H.M.S. Sultan) and Kevin Stokes (H.M.S. Bristol) stretched the lead.

CIVIL SERVICE

Leigh Tongue (H.M.S. Nelson) slotted home the only goal of the match to give the Navy victory over the Civil Service at Victory Stadium. This game saw the return to a Navy strip of Dutchy Holland, now on course in H.M.S. Temeraire.

It is hoped he will be available for the rest of the season.

YOUTH WIN

The Navy were in action against Devon in the South West Counties competition at both senior and youth level.

RNFA Youth chairman Lieut. John Dobbison arranged the junior game in H.M.S. Mercury and was rewarded with a fine 2-1 win that must have impressed the senior selectors present.

Devon scored first, but NA Ringrow (Yeovilton) equalized just before the break, and App Hubble (H.M.S. Daedalus) nodded in the winner in a second half dominated by the young Navy side.

Richard Reed (H.M.S. Mercury) came on as substitute against the Devon senior side at Victory Stadium and injected some life, and a goal, into a poor Navy performance. Devon won 3-1.

POMPEY MATCH

The Navy's annual fixture against Pompey was played on a frosty pitch which favoured the sure-footed. Jimmy McIlwraith and Colin Garwood scored to give Pompey a 2-0 win, but Tommy Johnson tested their goalkeeper on a couple of occasions.

The Navy youth side travel to R.A.F. Uxbridge for their Inter-Service games against the Army on March 9 and the hosts on the following day.

Sailing
courses

A racing course for sailors of intermediate and advanced ability will be held from April 2-6 at the Joint Service Sailing Centre, Hornet. Anyone interested should contact Lieut. Peter Forster, the Day Boat Training Officer, Portsmouth Command (Dockyard extension 41737).

And for sailors of Inter-Command standard there is a team racing course at Hornet from May 10-12. Applicants should contact the Navy sailing coach on Dockyard in H.M.S. Nelson (ext. 23959).

Night of glory
for R.N.
boxers

Naval boxing history was created in the H.M.S. Nelson gymnasium on February 22 when the Navy's boxers trounced the Army by eight bouts to two to retain the Inter-Services team championship.

It was the first time the Royal Navy has ever won two successive championships — and the margin could hardly have been more convincing. In January they beat the R.A.F. 7-3.

It was a day of double triumph for coach CPO Mick Shone and his men. In the morning it had been announced that for the second time in three years they were winners of the Sports Control Board Cup — the Navy's coveted award to its "team of the year."

BRIEF DOUBT

Only once was there any brief doubt that the Navy's fierce assault would falter. That was when England international AB Wayne Green (H.M.S. Ajax) was surprisingly beaten by Driver Bob Stephens. Green had a bad first round, but came back strongly in the next two with body punches that threatened to cut his opponent in half.

The judges, however, gave a split decision to the Army lad.

That made it 4-2 to the Navy, and from there they never looked back.

NEXT TWO

RO Mervyn Lescott (H.M.S. Mercury) — standing in for injured AB Nick Croombes — and NAM Steve Willis (H.M.S. Daedalus) won the next two contests for the Navy, and the trophy's destination was assured.

Earlier, SEA Cliff Storey (H.M.S. Antrim) had got the Navy off to a winning start, and after AB Phoenix Jacobs (H.M.S. Nelson) had lost at bantamweight, newcomer STD John O'Driscoll made an impressive, and winning, Inter-Services debut at featherweight.

The two Royal Marines in the team, Steve Taylor (42 CDO) and A.B.A. champion Terry Marsh (41 CDO) both won convincingly to stretch the Navy lead.

EXPLOSIVE

Unfortunately for the large crowd, the potentially explosive light-heavyweight confrontation between battling AB Tom Taylor (H.M.S. Vernon) and five-times Sierra Leone champion Aviva Kamara ended with Kamara's disqualification early in the second round.

Heavyweight SA Roy Greenacre (H.M.S. Nelson) repeated his 1978 victory over Private Ralston Lewis to make it a real night of glory for the boys in blue. LPT George McBride (H.M.S. Sultan) won his special lightweight

contest to start the proceedings well for the Navy.

SPECIAL NIGHT

For coach Mick Shone, too, it was a special night. After two years of almost continuous success, he handed the job back to CPO Tony Oxley, the man who did so much to create this squad before being drafted to H.M.S. Ark Royal.

CPO Shone has now returned to the West Country to take over as Chief PTI in H.M.S. Raleigh.

Tony Oxley takes the team to Aldershot for the Combined Services tournament on March 7-8, the first rung on the A.B.A. ladder.

One sailor certain to be in the ring for the A.B.A. finals at Wembley on May 4 is CSPTI Bob Wilkins (H.M.S. Nelson). He has been invited to act as Master of Ceremonies on British amateur boxing's biggest night.

VOLLEYBALL

Plymouth
title for
Fisgard

H.M.S. Fisgard won the Plymouth Command volleyball championships by beating H.M.S. Raleigh in a closely-contested final.

Fisgard took the title after the deciding game had gone to 17-15. Earlier, Raleigh had cancelled out Fisgard's lead by winning the second game 6-15.

The Inter-Command volleyball championships are being held in H.M.S. Nelson on March 22 and 23.

Badminton title goes to
Portsmouth

Portsmouth won the Inter-Command badminton championships at H.M.S. Sultan last month when they narrowly beat Naval Air Command in the last match of the tournament.

Portsmouth and Air shared the honours throughout the championship until the last three games of the deciding match. Then



Jubilant Navy boxers lift coach Mick Shone aloft soon after clinching the Inter-Services boxing championship. From left (back row) are Steve Willis, Nick Croombes, Wayne Green, Andy Gill, Mervyn Lescott and Roy Greenacre. In the front are Vic Christopher (Youth team coach), Steve Taylor, Phoenix Jacobs, Mick Shone with the Suther Trophy for Army-Navy matches, John O'Driscoll, Cliff Storey, Vice-Admiral John Lea (President of the RNBA) and Lieut. Max Gosling (team manager). Tom Taylor, Terry Marsh and George McBride are missing from the line-up.

Picture: LA(Phot) John Young

RUGBY

All set for
the Army
encounter

Navy rugby had a frustrating month from mid-January to mid-February, culminating in the postponement of the first Inter-Services match against the R.A.F. from February 17 to April 7, writes Mike Vernon.

Other victims of diabolical weather were the fixtures against Bristol, Saracens and Cambridge University.

Weather permitting, the Navy were due to play Northampton on February 24 and Leicester on February 28 before taking on the Army on March 10 at Twickenham. This has now become the pipe-opener for the 1979 Inter-Service Championship, a situation which it is hoped will provoke

interest in the destination of the new Stewart Wrightson trophy.

On the brighter side, the matches against Civil Service at Chatham on March 21 and against Harlequins at Twickenham on March 31 will have added significance as work-up games for the re-arranged Navy-R.A.F. contest, which could decide the championship.

The Navy did manage to play Oxford University on a dank and chilly February day, and the 6-6 result scarcely did credit to the Navy forwards who established a clear superiority in all phases of the game.

Handling mistakes, over-excitement and inaccurate kicking prevented a comfortable victory and, until Taff Thomas's late penalty goal, they had only a Geoff Fabian drop goal to put against two penalty goals.

Hopefully they will have learnt the lesson that it is points that count.

BIATHLON

Bulwark
team is
tops

H.M.S. Bulwark's team of LPT Phil Boswell, LMEM Ray Ankin and POPT Neil Montgomery won the Portsmouth Area biathlon championships held in H.M.S. Dryad last month.

Ankin and Boswell were also placed second and third in the individual competition, which was won by PMT Pat Dunleavy.

Second team in the swim-run championships was H.M.S. Temeraire, represented by MEM Danny Boon (fourth overall), EM David Wakefield and AB Russell Slee, and third was H.M.S. Mercury, represented by POPT Pete Marr, RO David Terry and NA Bushell.

STANDARD

Overall standard at the championships was lower than that achieved by the men at the biathlon championships held in November, but for the WRNS it was a different story. Their entry went up from seven in November to 24 this time, and competition was keen.

H.M.S. Excellent won the ladies event, with H.M.S. Heron second and H.M.S. Dryad third. Top three in the individual placings were Wren Jackie Eaton (H.M.S. Excellent), LWRN Angie Clamp (H.M.S. Heron) and Wren Anna Almack (H.M.S. Dauntless), who looks a very promising athlete.

'Twas in the deep midwicket . . .

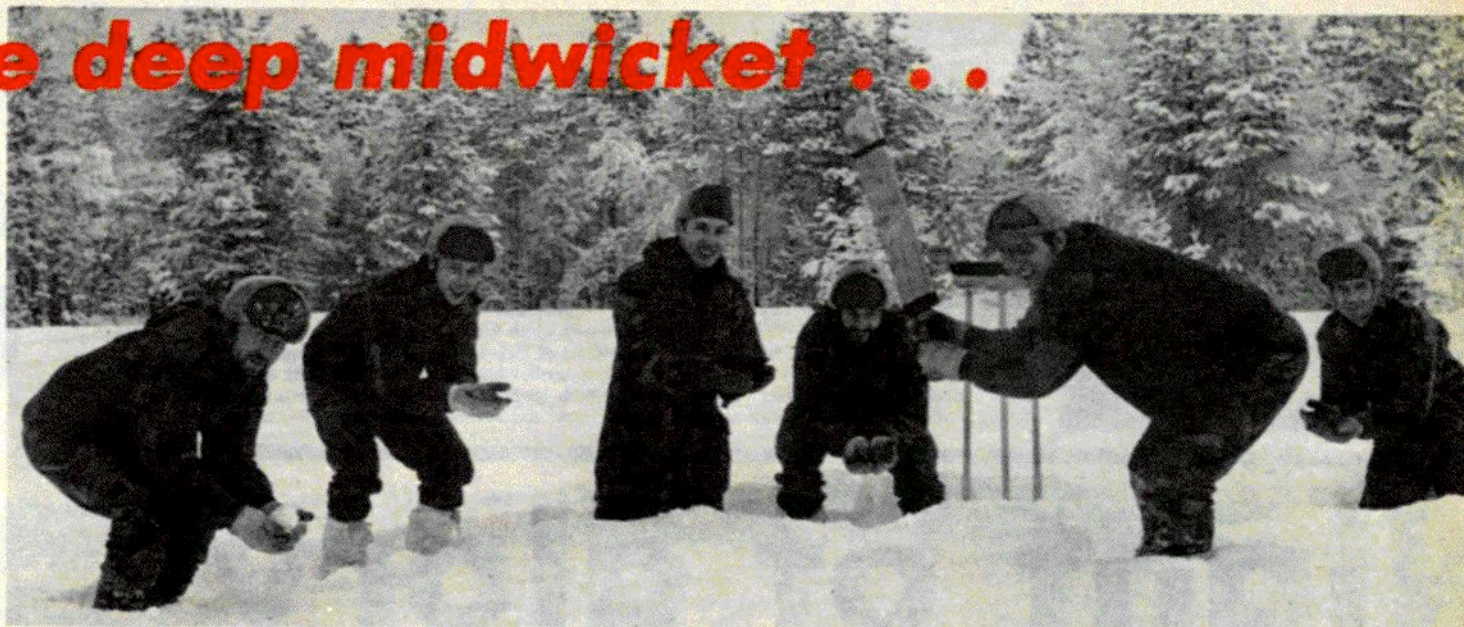
How's that? Six sailors from Sheffield get ready for some fast snowballs inside the Arctic Circle at Bardufoss. Pilots and maintainers from 846 Naval Air Commando Squadron have been training in Northern Norway with the "Clockwork Cell" before lending support to 45 Commando in exercises with the Norwegians.

WINTER WESSEX

Clockwork Cell, part of 707 Squadron, has four "winterised" Wessex 5 helicopters as well as special vehicles and equipment. It is quite usual for changes of engines and other major components to be made in deep snow in temperatures down to Minus 30 Centigrade.

The Yorkshiremen are (from left) AA Alastair Mackay, REM Mark Simmet, Sgt Lewis Davis, POAF Jonathan Barnett, POEL Dennis Emson (batting) and LAM Kenneth Fox.

Picture: PO(Phot) Stuart Wood.



Navy to buy new M.C.M. 'trawlers'

To counteract the increasing threat of minelaying in deep waters, the Royal Navy plans to order a new class of 12 vessels this year.

Based on a commercial trawler design, they will be known as extra deep armed team sweep vessels.

Two stern trawlers which have been chartered to gain experience of operating this type of vessel were commissioned last November by the Royal Naval Reserve and are now H.M. ships *Venturer* and *St David*.

Ultimately, the R.N.R. will operate the 12 new-build trawlers, representing a significant enhancement of the R.N.R.'s main seagoing role of mine counter-measures.

MORE HUNT CLASS

Orders have been placed for three more Hunt class M.C.M. vessels, all to be built in glass reinforced plastic.

Two, ordered from Yarrow's, will be named *H.M.S. Cottesmore* and *H.M.S. Middleton*. They will be the first built by Yarrow's in this material.

The other vessel, ordered from Vosper Thornycroft and to be named *H.M.S. Cattistock*, will be the third of this type for the Royal Navy by Vosper's.

The first, *H.M.S. Brecon*, is due to enter service later this year, and the second, *H.M.S. Ledbury*, to be launched this year.

Intrepid on trial

The assault ship *H.M.S. Intrepid* started sea trials following refit at Portsmouth. After her rededication ceremony and a period of sea training at Portland, she takes midshipmen from Dartmouth and marine engineering artificer apprentices for training.

H.M.S. Gosport?

In answer to a suggestion that the name *Gosport* should be given to a new frigate, it was stated in the Commons that the idea might be considered "at some time in the future."

TASK GROUP FOR FAR EAST

A task group leaves the U.K. in May for a seven-month deployment through the Suez Canal to South East Asia and Australasia.

This will follow a deployment in which frigates and a submarine will conduct exercises with the Brazilian Navy and visit West African ports.

Cheaper pint? Afraid not, says Naafi

"Cheaper Naafi bar prices please," came one hopeful request when representatives gathered in February for the Headquarters Naval Canteen Committee meeting. Well, there's no harm in asking.

The suggestion came from Devonport, where the Port Canteen Committee based its case on the idea that prices should be compared with working men's clubs rather than pubs.

But life is not so simple. Policy, the meeting was told, was that liquor prices charged were those of the public bars of managed houses. And, the committee was reminded, establishment welfare funds also received five per cent rebate on the value of the sales.

SUBSIDISED

Working men's club prices might be cheaper, but these clubs had other sources of income, for example membership fees and gaming machines which could be used to subsidise bar prices.

Two clubs and one POs' mess bar had chosen to use this form of subsidy, but the clubs had already stopped the arrangement, the committee finding, presumably, that the subsidies were too great a drain on funds. In one case, the subsidy at 3p a pint was running at an annual rate of £6,729.

So, the meeting was asked, would clubs be any better off to adopt this method?

FREE PINT

One representative, while agreeing that the sailor paid no club subscription, claimed that in some working men's clubs you paid £1 and then got a free pint and 50p back for the one-armed bandit.

However, there appeared no general enthusiasm to pursue the subsidy question and the matter was dropped.

Full details of the meeting, including reports and rebate figures, will appear in the next issue of *Navy News*.

White Paper points

Referring to the increased time spent at sea by ships, the Defence White Paper points out, "The Royal Navy nowadays requires and obtains much higher rates of utilisation from its ships than used to be the case."

"For example, the average periods spent at sea by ships of the Royal Navy's combined destroyer and frigate force in 1957, 1967 and 1977 were, respectively, 1,970, 2,760 and 2,810 hours per ship."

★ ★ ★

As part of a policy of wider employment, the question of arming members of the WRAC and WRAF "for defensive purposes only" is being considered. But the Royal Navy has no plans for arming the WRNS, the Defence White Paper stated.

Here's a moving question

If you are on the move this month, there is a questionnaire to be filled in.

During March a survey is being conducted among all Service personnel, married and single, into expenses incurred when they are appointed or drafted and so required to move themselves or their families.

ADVICE

Advice is available on completion of the form and everyone involved is asked to make certain they receive and complete it as a full and accurate survey should benefit Service personnel in the future.

Meet the No.1 No.1!

In more ways than one, she's Number 1. Because for the first time a WRNS officer has become first lieutenant of a major Royal Navy shore establishment.

First Officer Rosemary Ball took up her new appointment in *H.M.S. Mercury*, the Communication School, near Petersfield, on February 19, and in her capacity as first lieutenant will play a major part in the day-to-day administration of the establishment.

Mercury has 70 officers and nearly 600 ratings on the permanent staff, and more than 5,000 naval personnel pass through for training each year.

BREAKTHROUGH

The appointment represents another breakthrough in the continuing process of members of the WRNS taking on new jobs and responsibilities.

First Officer Ball comes from Yarmouth, Isle of Wight, and joined the WRNS in 1964. Currently, she plays tennis for the WRNS and she has represented the Service at both badminton and rifle shooting.



Pictured at *H.M.S. Mercury* on the day she made history is First Officer Rosemary Ball, the new first lieutenant. With her is officer - of - the watch Fleet Chief Geoff Dykes.

Picture: CPO (Phot) Tony Wilson

Concession allowed on Gains Tax

The position of the Serviceman and Capital Gains Tax has been clarified with a welcome reassurance.

Rules were set out in DCI(RN) 665 last year concerning Income Tax relief for mortgage interest paid by naval personnel on property which they own, but from which they have to be absent temporarily because of military duties.

The announcement also dealt with Capital Gains Tax relating to disposal of this property, and the implications of the Finance Act 1965 for Servicemen.

Now a new DCI — 69/79 — makes it clear that when a Serviceman who lives in a married quarter or hiring, but who owns his own house too, decides to sell, he will not be liable for Capital Gains Tax because he will be treated as if he occupied the home as his residence throughout.

Guidance and advice in individual cases should be sought from the Inspector of Taxes, P.D.4, Cardiff.

GOOD NEWS ON THE HOME FRONT